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*Spa 1000-KM: Gulf-Mirage spring 1-2 surprise*





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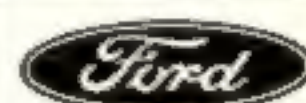
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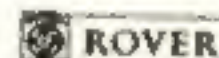
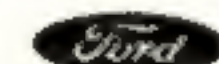
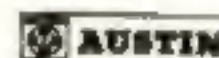
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May 10 1973 Volume 51 No 6

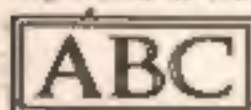
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France's equivalent of FF, Formule Renault, makes its British debut at Snetterton this Sunday. Over 70 cars are coming over for this French championship event.



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AUTOSPORT, MAY 10, 1973

## EDITORIAL

### Wind of change?

There was an almost unprecedented urgency in the manner in which the Sports Car Club of America last week began canvassing manufacturers' reactions to CanAm regulation changes. The Telex message which rattled out of the SCCA's Denver headquarters suggested a possible 10-race series with either 3-litre racing engines or 5-litre stock block engines. The fact that the club wanted reactions by today (Thursday), and that such a series would commence in 1974, would suggest they have diagnosed a serious malady. They are obviously prepared to undertake surgery before the disease spreads to epidemic proportions.

While the actual proposal itself is not unexpected—people have been talking about changes since the early days of the Bruce and Denny shows—the timing is. The SCCA have always pledged to give a year's notice of any change, and if they do decide in principal to alter the regulations, they therefore have only until the first race, at Mosport on June 10, to make any announcement. Having mooted the idea of a 3-litre/5-litre formula, the one point that everyone wants answered is how long the races would be. Will they remain as they are, at around 200 miles each, or will the SCCA go along with a further thought they entertained, that CanAm's should be 500-km long and require pit stops for fuel?

The fact that the SCCA Telex came from Cam Argetsinger, the director of professional racing, indicates a change of attitude among the top echelon of SCCA officials. There have always been certain members who wanted capacity limits imposed but the people who made the decisions had always emphasised the *libre* aspects of the regulations. Only last year they were saying that "the turbocharger is with us for some time" but the latest moves would indicate that turbochargers can be thrown in the dustbin. CanAm racing has always been expensive, but never more so than when the *libre* regulations were taken to their logical extreme by Porsche. Fewer and fewer drivers, particularly the private entrants who have been keen on a 5-litre stock block limit for a long time, can actually afford to contest the CanAm, even in the most affluent society the world has ever known.

If the detailed future of the CanAm series is in the balance, it must also affect the future of its European equivalent. If InterSerie follows CanAm trends, and the two bodies are working closely together with an interplay in mind, then it will have little to distinguish it from Group 5 sports car racing.

The people who would stand to gain the most from any such regulation changes are the manufacturers. British chassis makers and engine tuners with experience in F5000, 2-litre and 3-litre would be able to make the most of a sales opportunity like that.

#### our cover picture

Gulf Research Racing got themselves properly organised for the 1000-km race at Spa last weekend, and finished with a splendid one-two. This is the second placed car of Vern Schuppan (which he shared with Howden Ganley) lapping the Richard Bond/Teddy Pilette Ferrari Daytona. Full report, page 16.

Photo: Jeff Hutchinson



## March and Matra link in Formula 1?

Rumours from Spa have suggested a possible link between March Engineering and Matra for Formula 1 racing.

The comment from March's Max Mosley this week was a predictable "No comment" but the strength of the rumours would indicate there is more than a grain of truth in them.

Matra withdrew from F1 racing at the end of last year to concentrate on their powerful sports car programme. A shared Formula 1 project would undoubtedly make sense for it would be cheaper for both concerns.

The debut of a March-Matra is suggested as "later this year" and the drivers linked with the project are Jean-Pierre Jarier (the current March F1 man) and Matra sports car men Jean-Pierre Beltoise and Henri Pescarolo. While Pescarolo is in the clear as far as F1 commitments are concerned, Beltoise's contract with Marlboro-BRM could make negotiations a little tricky.

All of this is, of course, hearsay, and the whole idea is shrouded in silence. But now the smoke has been sighted the fire is eagerly being searched.

## Works entries in Tour of Britain

With works teams from BMW Great Britain, Ford, Moskvich, Dealer Team Chrysler and Dealer Team Vauxhall, as well as many other works-backed dealer entries the entry list for the Avon Motor Tour of Britain is looking very strong indeed. The event which takes place from July 5 and 6 and includes special stages and circuit races over Britain, will include an exciting line-up of drivers from the Ford team, Graham Hill in a Datsun Bluebird and a number of other Grand Prix drivers, as well as leading British rally drivers.

Over 20 different makes are among the entries already received by the BRSCC, who comment that although the two

larger classes are well over-subscribed, there are still places in the two lower categories in which clubmen are being encouraged to enter.

Apart from the lucrative prize fund, more bonus schemes will be included for this event, including ones from Avon, Lucas and Simoniz.

But a warning! Practising on the special stages (some of which have not been officially announced yet anyway) is strictly forbidden. At Keevil Aerodrome recently, one competitor intending to take part was testing at the same time the BRSCC's Peter Browning was inspecting the course. He has been disqualified from the event.

## F2 Texaco Star badly damaged

The test programme for the Lotus-built Texaco Star Formula 2 cars received another set-back when the prototype was "substantially damaged" in a testing accident at Snetterton last week.

F2 team manager Jim Endruweit confirmed that the car did not crash, but the car burst into flames. "From our experience and observation, it would be safe to say that free petrol was ignited by the ignition," he commented.

Driver Emerson Fittipaldi, his overalls apparently alight, was unharmed although he visited his doctor in Switzerland on Monday for a check-up.

Both Fittipaldi and Ronnie Peterson had tested the car, and declared themselves pleased with its performance. The pressure is now on the team to ready the second prototype, which had been in construction, to complete the test programme. But Endruweit stressed that it was only the test programme that had been delayed.



Fittipaldi—escaped unhurt from the flaming Star.

"Unless we have any more unforeseen accidents such as this, we should have two cars ready for the Nivelles race on June 10," he said.

## Belgian Grand Prix now very doubtful

Further to On the Scene (on page 27), Patrick McNally has informed us that the Zolder Belgian Grand Prix is very much in doubt. When we closed for press on Tuesday, Emerson Fittipaldi was due to make an official inspection of the circuit, before going to Sweden for tyre testing.

However, in between practice and racing at Spa last weekend, George Follmer, Mike Hailwood and Chris Amon paid a visit to

the Belgian circuit and stated that they could see no possible chance of the track being ready in time for the Grand Prix, which is due to take place on May 20. The resurfacing of the circuit is the main concern, particularly after it broke up so badly in the recent saloon race. Before the Grand Prix is scheduled to take place, the circuit has been leased to Goodyear and Firestone for tyre testing.

## McRae at Indy

It has at last been confirmed that Graham McRae will get his Indianapolis drive. He will have an STP Lola for this year's race in recognition of his efforts with his STP-sponsored cars in F5000 events.

McRae flew straight from last Sunday's L&M F5000 event at Laguna Seca to Indianapolis. He began trials for his rookie test on Monday, and if McRae can qualify this weekend he will be at the following weekend's third L&M round, at Michigan. He will only miss Michigan if he has to go to the second Indy qualifying weekend (May 19-20).

McRae will certainly miss this weekend's Rothmans F5000 round at Oulton Park and the Spring Bank Holiday round at Mallory Park, which is on the same day as the 500-mile race.

An interesting aspect of the STP-McRae tie-up is that it is "for several years."

The new flat 12 Alfa Romeo with de Adamich at the wheel, in practice for the Spa 1000 kms before it was badly damaged.





# Pit and Paddock

## Engine change for CanAm?

The SCCA's director of professional racing, Cameron Arget-singer, last week began canvassing racing car manufacturers' reactions to a proposal to switch CanAm racing to 3-litre racing engine or 5-litre stock block motors.

The plan that the SCCA are mooted is for a 10-race series which would run for three years from 1974. No indication of the length of the races has been given, but the capacity limits have initially received a favourable reaction from most European manufacturers. It would also bring CanAm racing more in line with current F1, F5000 and sports car engine regulations.

Grahame White of Chevron welcomed the idea in principal. "It wouldn't take much work to fit a 3-litre into a B23—or a 5-litre for that matter," he said.

For Lola Cars, Derek Ongaro commented, "We'd be delighted to look at a 5-litre sports car. It's right up our street." Lola have, of course, currently got a 3-litre sports car, the T282.

McLaren Racing, who dominated the series until the arrival of the expensive and complex turbocharged Porsches last season, are also keen on the idea. "I think it's a good thing for them to consider revising the regulations, because what they now have will disappear from

the scene," said McLaren director Phil Kerr this week.



Phil Kerr hopes the new-look CanAm races would not become long-distance type of events.

Kerr's real reservation was over the length of the races. He added, "It wants some thinking about, but I would say it's a good thing—with the proviso that they don't become semi-prototype long distance races."

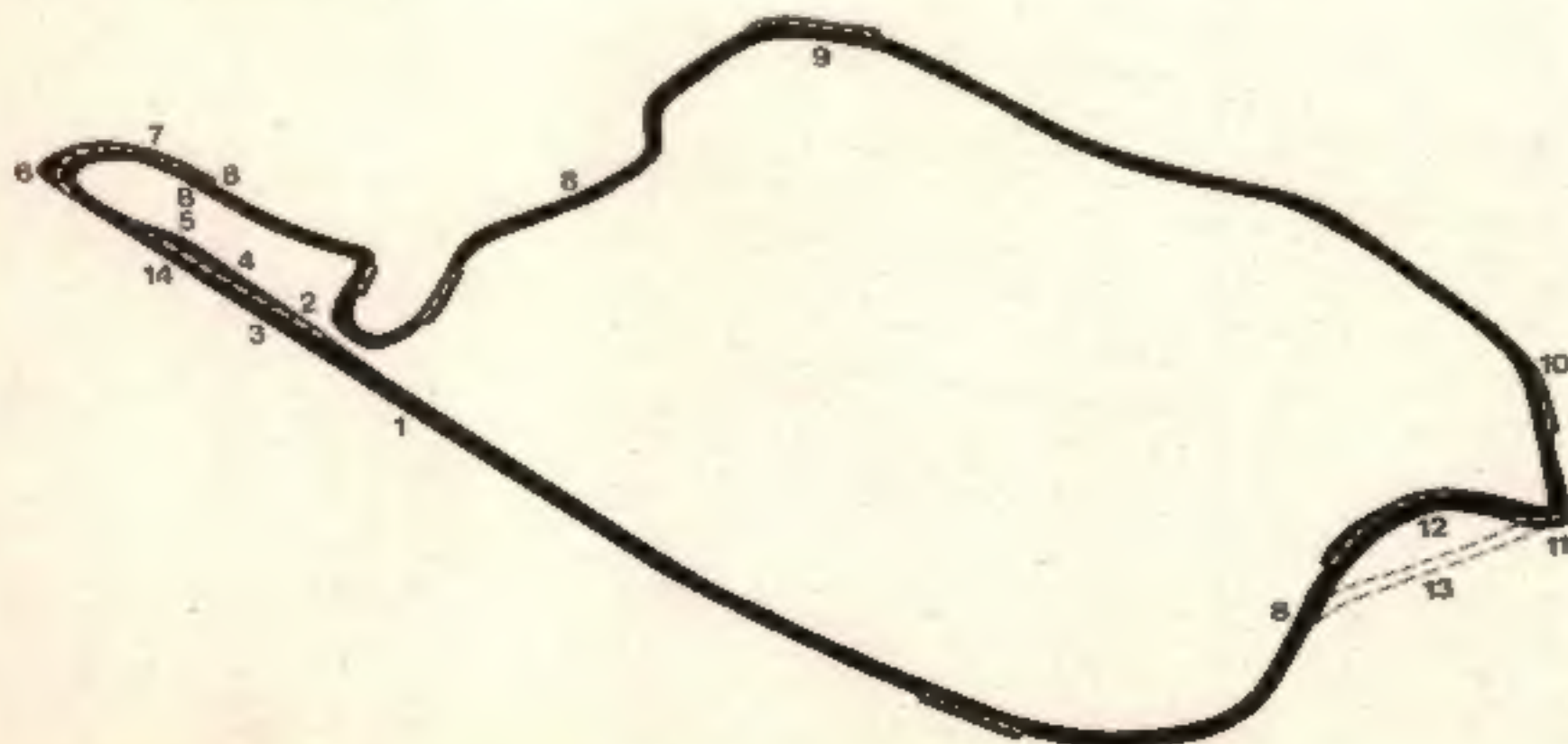
The fact that the SCCA are even considering such swinging changes in CanAm as early as 1974 would indicate that they are not happy at current prospects.

## Lauda wins Coupe de Spa

Before the Spa 1000 Kms last Sunday, the Coupe de Spa Group 2 race was won by Niki Lauda's Alpina BMW CSL, which was involved in a great tussle for the lead with Jochen Mass' works German Capri. The two swapped the lead continually until the penultimate lap when Mass' complete wheel assembly became

detached entering La Source and his race was run. Claude Bourgoignie's Broudspeed Capri picked up second place, nearly a minute behind Lauda with Barrios' Broudspeed Escort winning the 2-litre class in third place. Mass was classified fourth with Peter Hanson's 1300 Broudspeed Escort BDA in fifth.

The new look Zandvoort. The numbers represent: 1, Tunnel West; 2, New timekeepers' box; 3, Connection paddock to pits; 4, New pits; 5, Extension paddock area; 6, Re-shaped run-off area at Tarzan; 7, Tarzan stand; 8, Run-off areas; 9, New situation of Scheivlak; 10, Tunnel East; 11, New sharp curve with run-off area; 12, Acceleration curve; 13, Former track. The whole track has been resurfaced.



## Production saloon checks

The 3-litre Wisharts-entered Ford Capri driven by Gordon Spice at Silverstone on Easter Monday in the Castrol production saloon event has been disqualified from the series for the rest of the year. This car, which Spice has used until now this season, was found to have front springs which are not standard fitment, hence its exclusion. Gordon Spice writes about his exclusion in Correspondence on page 31, but with his usual car excluded, Spice drove John Hanson's Broudspeed Capri at Brands Hatch last Sunday and dominated the race from start to finish. The RAC statement concludes, "it is felt that there is some considerable doubt that the Entrant knew that these springs were not the correct ones and accordingly neither the Entrant

nor the Driver have been similarly disqualified."

Also checked after the Silverstone meeting was Richard Lloyd's Chevrolet Camaro entered by AJ Rivers Racing Ltd. It may be remembered that at Snetterton on Good Friday, Lloyd was later disqualified from this race, which he won, for running with a baffled sump, but this result is still a matter of an RAC investigation. After Silverstone where the Camaro won, Lloyd's car was sealed and was inspected last week, when it was found to be perfectly legal. Lloyd displayed a novel RAC-approved notice on his car at Brands last weekend, when he finished second to Spice.

Battle continues at Oulton Park this Saturday and at Silverstone on Sunday.

## Clubman's driver's plans

Ambitious plans reached us this week from Clubman's driver Stuart Glass. As well as bringing in a new name to the Clubman's engine field, he has plans for a 2-litre sports car for next year to be built by a current Clubman's constructor, a Formula 5000 car and a private 2.2 mile circuit in the West Country.

Glass, a money broker from London, has taken delivery of a new engine, built by Norman Abbott, to replace his Holbay in the Gryphon C 73. The new engine at present is developing 176 bhp on the Lucas brake and its first race was at Mallory Park last weekend. By Brands Hatch on May 20th, a new and deeper rear wing, nose and bonnet will also have been designed, and it will become a development car with Noel Stanbury's works Gryphon. The Hol-

bay is currently up for sale, and should provide some cash for Glass' other 1973 scheme, a Ferrari Dino for Pro-sports racing, subject to suitable reports.

For next winter, Glass is intending to go to the Springbok series with either a Lola or a Chevron. Next year, however, plans include the 2-litre sports car, and a Formula 5000 car to be built by an established constructor. Glass intends to have different drivers in the car for each race, the sponsor or the drivers name indicating the name of the car for the day. The circuit plan is definitely up in the air, however, until some sort of planning permission has been received, but is between Wincanton and Shaftesbury.

## Targa this weekend

This weekend the Targa Florio takes place, probably the last one on the tough mountain course. Ferrari will be fielding two cars with local hero Nino Vaccarella joining Arturo Merzario to drive one car, with Jacky Ickx and Brian Redman in the other. Alfa Romeo are expected to be fielding a couple of cars, but Matra and Mirage will not be represented. The works Martini Porsche Carreras should be well placed as well with George Follmer heading the attack.

● The Japanese Grand Prix last Thursday was won by the promising Japanese driver, Kurosawa, driving a March 722 which had been modified to accept a BMW engine. The F2 race, held on the shorter (anti-clockwise) Fuji track, featured a dice for the lead between Kurosawa and Tanaka (March-BMW 732) who owns both cars. But the newer car was delayed with a minor mechanical problem, and finished fourth behind Brian Robertson (Fred Opert Brabham BT38) and Graeme Lawrence (Singapore Airlines Surtees TS15).



## Motor sport in Sheffield and Birmingham

Two cities currently interested in holding motor sporting events within their city boundaries are Sheffield, and once again, Birmingham. The Sheffield venue is definitely on and will be a hill climb in one of the city's parks on June 10. The hill was passed for the event last week by Basil Tye, although because of the curbed roads, it will almost certainly be a one off.

The North Midland Motor Club were approached by John Bauer, superintendent of the parks department of the City of Sheffield, to run the event in conjunction with the Motoweek held in the city during the preceding week. As well as the hill climb, the week will see a fire fighting

demonstration, and a competition car show. The track is 750 yards long, and entry will be free for the event although programmes will be sold. Within about one hour of a query being made about a return road, JCB diggers were at work cutting one, so one can see the extent to which Sheffield are interested in promoting the event. They expect between 30,000 and 40,000 people at the venue. Regs are available from Maggie Chadwick, Crewe Hall, Sheffield 11.

On the Birmingham front, Martin Hone is again trying to get things moving for a circuit track around the city streets and will be addressing the City's Chamber of Commerce on May 27.

## F2 engine drama

There is confusion over whether the Ford FVD engine has actually been homologated for Formula 2 racing. Although the engines finished first and second at the recent Nürburgring race, it was successfully protested out of the meeting at Pau last Sunday. Clarification from the RAC or CSI is still awaited.

See Ian Phillips' report from Pau (page 7) for the details.

At the same meeting race officials, fearing a similar protest around the BMW engine, approached March Engineering for the full complement of homologation papers. This presented no problem to Paul Roche, chief development engineer of BMW, who had the complete dossier with him in his briefcase. There were no protests.

After the DJ race at Brands last Sunday, the stars did a lap of honour. Dave Lee Travis has the chequered flag with Steve Jones on his left. Emperor Rosko sits on the bonnet and Nicholas Parson's arm blocks out winner Noel Edmonds with the cup. Dave Gregory is in the middle.



## Andrew Hedges returns to Targa Florio

Comstock International, the Canadian-owned Construction Company who were closely associated during the 60s with the Ford Motor Co in motor sporting activities in North America and especially Canada, have entered a Porsche Carrera RS for the Targa Florio. The drivers will be former BLMC long distance specialist Andrew Hedges, who now works for Comstock, Charles Rathgeb, the President and owner of Comstock International and Dan Margulies, the well-known purveyor of vintage cars and private entrant in races and rallies.

## BRIEFLY . . . .

● It is reported that Peter Wardle has acquired a Formula 5000 Trojan for the Rothmans European Championship. Currently Wardle is campaigning a Formula Atlantic Surtees.

● John Markey has been promoted from competitions manager to controller of the sales and competitions promotions department, of BMW Concessionaires GB. Tony Lanfranchi succeeds him as BMW competitions manager.

● In view of the "open" regulations issued for the John Player GP, Jackie Epstein has opened negotiations with the RAC for three Shellport Luxembourg Lola F5000s. Whether they start will depend on starting money, but if they do the T330s will require modifications to the fuel tank systems. Meanwhile, in the US several top L&M competitors are said to be keen on competing in the Grand Prix at Watkins Glen in October.

● Jean-Louis Lafosse (Lola T282) won the recent sports car race at Magny-Cours from the 2-litre Barclays Lola of Guy Edwards. Gerard Larrousse's Lola-BMW was third, and fourth was the Alpine-Renault A440 which was given its debut by Jean-Pierre Jabouille. More details next week.

● Lofty England, president of the British Racing Mechanics' Club, presented a painting of Emerson Fittipaldi and his John Player Special to the Leofric Hotel, Coventry, at the club's annual meeting last Saturday. The painting, by midland artist Stan Lucas of SU Carburetters, was received by the hotel's deputy manager, Christopher Smith. Lofty England of Jaguar and Ray Wood, Lucas's racing manager, were unanimously elected president and chairman respectively.

● Peter Gethin will make a return to the Rothmans F5000 series this Sunday at Oulton when he will race Bobby Brown's Anglo-American Chevron B24. Brown raced the car earlier this year but has been taken ill with pleurisy. He has also suffered a family bereavement which has necessitated a temporary return to America.

● The Donington Collection transporter was due to go behind the Iron Curtain last weekend to pick up the latest acquisition for Tom Wheatcroft's museum. Wheatcroft is not saying what the model is, but it is probably an Auto Union whose factory was in part of Germany over-run by Soviet troops at the end of World War 2. The car, which Wheatcroft has been trying to obtain for six years, will be demonstrated by Roger Williamson "at the first meeting at Donington."

● Tony Stubbs drove the Opposite Lock Moskvich into second place in the up to £600 class at Brands Hatch on Sunday and not as stated in our report on page 38.

● The European Touring Car Championship round which was snowed off over Easter at Salzburgring, has been rescheduled at its Austrian venue to take place on May 20.

● Jacques Laffite's Martini won the Formula 3 race which supported the Formula 2 event at Pau last weekend, in a time of 41 m 30.96 s over 30 laps. Laffite occupied pole position and at the finish was 42 s ahead of Jean-Pierre Paoli (Martini) with two more Martinis taking the next two places, driven by Bernard Benguin and Jean Max. Randy Lewis' Brabham finished fifth after Larry Perkins' GRD dropped out and Alain Serpaggi's Alpine was sixth, two laps behind.

● Currently honeymooning in America are Mr and Mrs Simon Taylor. AUTOSPORT's publisher was married last week to Pearl O'Keeffe.

● Crawford Heard Ltd, marketing and publicity consultants, are entering in to motor racing sponsorship by backing a two-car team which will appear at Silverstone this Sunday. Turned out in the house colours of white and blue, the two-car team comprises John Benefield's Royale RP17 to be contested in the Castrol/MN Sports GT series and Barrie Hopwood's FF Brabham-Holbay.

● Following his nasty accident at Snetterton last Sunday, we are pleased to report that Mini driver Tony Allies was expected to be discharged from hospital last Tuesday.

● Barrie Maskell's next appearance in the John Player Formula 3 Championship will be at the wheel of a works-backed MRE with Holbay engines. Based on Max Roström's designed Formula Ford car, Maskell's MRE will make its debut at Zandvoort on May 20 and will be entered by Competition Car. Maskell's previous car, the Dastle, has been temporarily withdrawn pending a development programme.

● The great motor racing patron and enthusiast, Georges Fillipinetti, has died in Geneva. He was an entrant in practically all forms of racing, including Formulae 1, 2 and 3, sports cars, GT cars and saloons. His cars at Pau—Jacques Coulon's March F2—and at Spa-Francorchamps—the 3-litre Lola of Jean-Louis Lafosse—were withdrawn. Georges Fillipinetti was 66, and AUTOSPORT offers its condolences to his family.

● We regret to report the death of Harry Bowler recently. Former president of the Vintage Sports Car Club, Harry Bowler was one of the original founders of the club, and in the thirties he raced and won two events in one day at the 1935 Bank Holiday Brooklands meeting with his 3 litre Bentley. His last competition appearance was last year, when he drove his rebuilt GN Gnat at Shelsley Walsh. AUTOSPORT offers its deepest sympathy to his family and friends.



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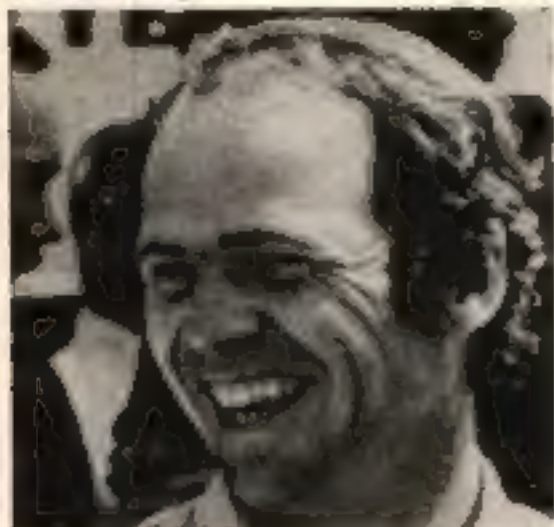
AS15



# All your weekend sport

## OULTON PARK

**Gethin v Lunger confrontation in Rothmans F5000—much-improved spectator terraces—first Sunday racing at Oulton—practice and Castrol G1 race on Saturday**



Peter Gethin—second at Laguna Seca, racing at Oulton this Sunday.

Heading a superb entry for the Rothmans European Formula 5000 Championship round at Oulton Park this weekend, is Peter Gethin who will be driving Bobby Brown's Chevron B24. Gethin, winner of the Brands Hatch Race of Champions, faces



Brett Lunger—in Sid Taylor Trojan.

a very strong entry including Brett Lunger driving Sid Taylor's Trojan and current leader of the Rothmans Championship, Steve Thompson in a Chevron B24.

With these three amongst the 25-car entry for the Formula 5000 race, the outright circuit record of 117.76 mph is in danger. The other leading entries feature Tom Bello and Clive Sinto in Shell Luxembourg Lola T330s, Keith Holland and Bob Evans in Trojans, Tony Dean and Teddy Pilette in Chevron B24s, Guy Edwards and Ian Ashley in Lola T330s, Alan Rollinson and Jock Russell in McRaes, Chris Craft's McLaren M18, David Oxtan's Begg, Clive Baker's new March 73A and Terry Sanger's Lola T300.

It really should be a fantastic race, over 27 laps (75 miles) of the twisty Cheshire circuit. And don't forget, this race (which starts at 3.40 pm) is on Sunday, marking the Cheshire circuit's first ever Sunday meeting.

Supporting the Rothmans race on Sunday, are 15 lap races for Formula Atlantic and Formula Ford, and the Cheshire circuit's first ShellSport Celebrity Mexico race. Leading entries for the two single seater races are Stuart Baird's Marlyn in the FF affair, with Jas Patterson and Stephen Choularton (Marches) and John Lepp (Chevron) in the Atlantic event.

With racing on Sunday, official practising takes place on Saturday and to add to Saturday's enjoyment, will be a 15 lap Castrol production saloon qualifier, in which Richard Lloyd's Camaro, Tony Lanfranchi's BMW and Gordon Spice's Capri 3-litre continue their battle for supremacy, while the other classes feature Tim Stock and Barrie Williams in Firenzas, Richard Scantlebury's Opel Ascona, and the usual assortment of Escort Sports and Moskviches.

Further spectator viewing improvements have been made to the circuit for its first big meeting of the season, with more than 5000 tons of material being moved in to position to make much improved viewing terraces at the popular spectator sites.

This Sunday make a point of seeing history being made at Oulton Park, situated near Little Budworth. The Formula 5000 race promises to be a first-class event and the meeting on Sunday gets under way at 2 pm with practice and the Castrol race on Saturday afternoon. Admission is 50p for Saturday and £1 for Sunday.

## SNETTERTON

**Wood set to increase Lombard lead in F3, but faces stiff opposition — Formula Renault makes British debut**

The Formula 3 circus moves to the slipstreaming expanses of Snetterton this Sunday for another round in the Lombard North Central Championship, and series leader Russell Wood faces fellow March driver Ian Taylor, but the only man likely to topple Wood from his series lead is DART GRD driver Alan Jones. Most of the leading Formula 3 exponents are also entered in this 20 lap race including Tony Brise, Damien Magee, Larry Perkins, Mike Wilds, Richard Roberts, Masami Kuwashima, Lionel Friedrich and Mike Tyrrell.

No less than 70 Formula Renault single-seaters are entered for their first British race, which is also a round in their 1973 Championship. Two eight lap heats will sort out the 33 French drivers for the 15 lap final. Also included in the programme is a 12 lap round in the BOC Formula Ford Championship, and in addition there's a Formula Vee Championship round. The only non single-seater race in the seven race championship programme is a combined event for MCD special saloon car contestants and STP production sports car competitors.

First race starts at 2.30 pm. ● At Silverstone on Sunday, the BARC are running a championship meeting at which the main attraction will be two races in the Britax production saloon car championship. Other major events are rounds in the Blue Circle

Modified sports car championship (as well supported as ever) and in the Castrol/Motoring News Sports GT championship. First event starts at 2 pm.

● Other meetings this Sunday, are a Scottish MRC promotion at Ingleston and a Rochester MC affair at Brands Hatch, where rounds in the locally-based Townsend Thoresen Formula Ford series and in the 1-litre Kent Messenger special saloon championship are on the programme. ● Bill Creasey and Mick Hill have joined together to sponsor the Formula libre race at the NSCC race meeting at Mallory on June 3. Winner of the race will receive £100 and in addition to other cash awards the first 12 finishers will each receive a bottle of Most & Chandon Champagne donated by Bill Creasey.

## INTERNATIONAL DIARY

- May 9/12 Moroccan Rally, Morocco (World Rally Championship round 4).
- May 10/13 VU Rally, Yugoslavia (European Rally Championship for Drivers, round 10).
- May 11/13 Welsh Rally, Wales (European Rally Championship for Drivers, round 11).
- May 12/13 Indianapolis 500 qualifying, USA (USAC).
- May 13 Targa Florio, Sicily (World Championship for Makes, round 6).
- May 13/14 Montlhéry, France (European Championship for Grand Touring Cars, round 2).
- May 13/14 Oulton Park, England (Rothmans European F5000, round 4).
- May 19/20 Indianapolis 500 qualifying, USA (USAC).
- May 20 European and Belgian Grand Prix, Zolder (World Championship for Drivers, Formula 1, round 5).
- May 20/21 Kinnshulle, Sweden (European Championship for Formula 2 drivers, round 6).
- May 20/21 Silverstone, England (Interlaser, round 2).
- May 20/21 Montlhéry, Spain (European Hillclimb Championship, round 3).
- May 20/21 Michigan, USA (IL and M F5000).
- May 20/21 Paris-Ra. Raphael Faminin, France (European Rally Championship for Drivers, round 12).
- May 23/24 Acropolis Rally, Greece (World Rally Championship, round 5).
- May 25/27 Vitebsk Rally, Germany (European Rally Championship for Drivers, round 13).
- May 27 Nürburgring 1000 kms, Germany (World Championship for Makes, round 7).
- May 27 World 600, Charlotte, USA (NASCAR).
- May 28 Indianapolis 500, USA (USAC).
- May 28 Mallory Park, England (Rothmans European F5000, round 7).
- May 28 Oulton Park, England (John Player F3 Championship, round 4).

By Barry Foley

## CATCHPOLE

MIKE MUST BE IN....



... SOME SORT OF FINANCIAL



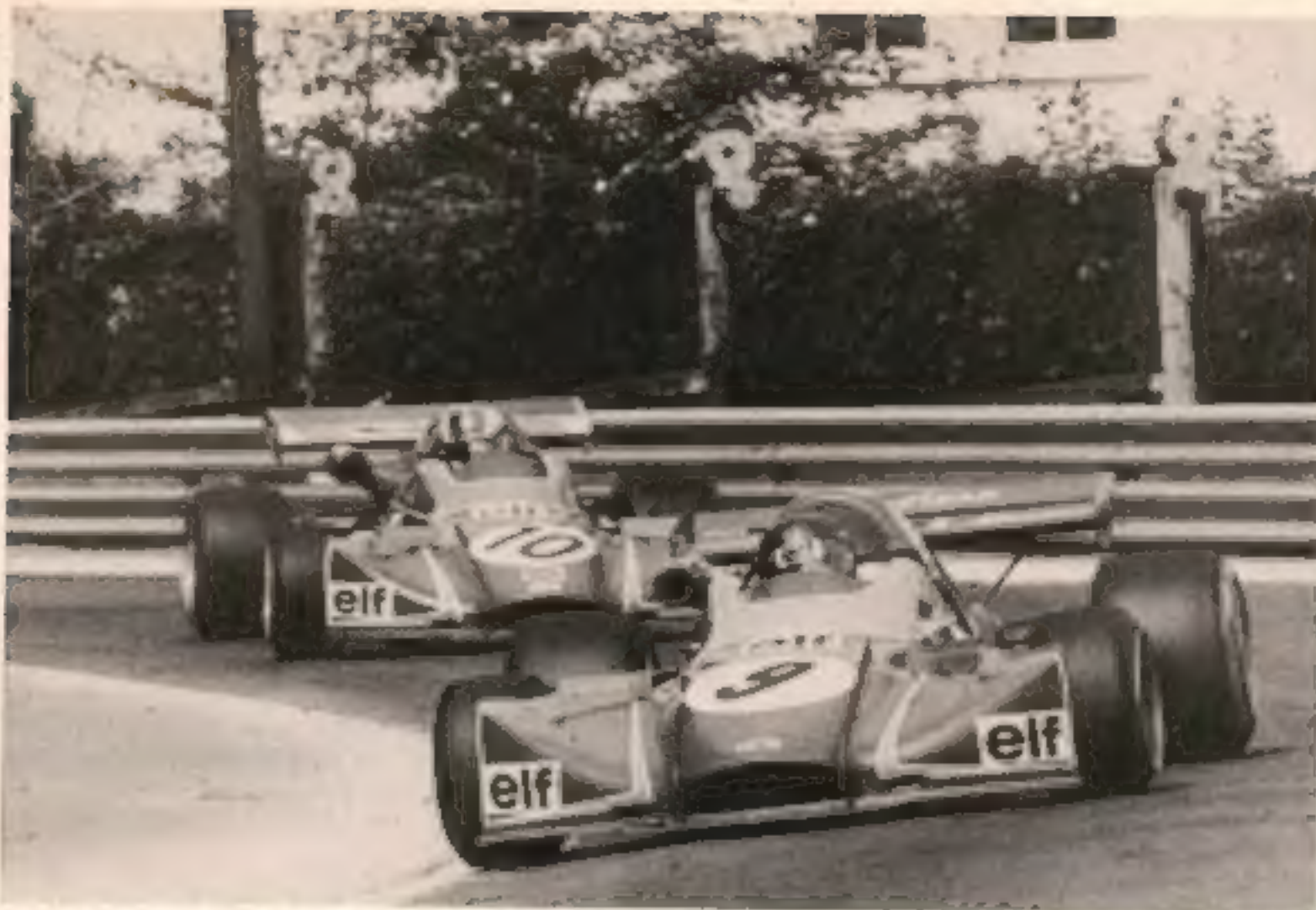
BOTHER. BECAUSE THE LAUNDRY



HAVE JUST REFUSED HIS CUSTOM.







The Elf 2s of Depailler (9) and Cevert (10) dominated the early part of the final until Depailler retired. Cevert won easily.

## Frenchmen shine at Pau

By IAN PHILLIPS

Photos by PHIPPS PHOTOGRAPHIC

François Cevert won a very popular victory at Pau last Sunday with the Elf-Coombs team Elf 2. Cevert took over the lead after first Vittorio Brambilla and then Patrick Depailler in the second Elf retired while leading. It was ironic that Cevert should give the Elf its first win at his first attempt as Depailler has led the last three races only to fall foul of a small mechanical malfunction.

Second, after a truly classic drive from the back row of the grid was championship leader Jean-Pierre Jarier in the works STP-March-BMW. Under strict orders not to fly through the field in the opening laps, Jarier drove very sensibly to claim the place just after half distance. Having got the place he maintained it to the end to collect maximum points for the third time this year.

Third after a good steady drive was Tim Schenken, the last unlapped runner. Mike Beuttler took fourth, a few seconds ahead of Bob Wollek, having come from the back row of the grid with Jarier. Wollek had been delayed by a pit stop just before half distance. Jean-Pierre Jussaud was sixth ahead of Roger Williamson who lost nearly two laps in the pits early on but drove magnificently through the field to claim his first championship points.

### PRACTICE

The highspot on the F2 calendar is the race held round the streets of the attractive French town of Pau which lies near the foot of the Pyrenees. The meeting, which is the F2 equivalent of Monaco, but thankfully without all the aggravation, has been in doubt on and off for a couple of years now because of the safety requirements. However its future must be assured for some years to come as in December last year the town voted over £30,000 to be spent on re-equipping the circuit with armco. Consequently in the week before the race the length of the circuit was lined with the barriers contoured to all its long and short bends. Luckily it does not detract from the delightfulness of the track at all, although it does make it a little easier for the drivers to be able to judge the length of corners.

Because the meeting was in doubt for some time the race was only put in the calendar as a "B" round of the championship; this status however so far has not really affected any meeting. The only major teams to give Pau a miss were Matchbox Team Surtees. Last year the Surtees team drivers managed to ruin about 20 wheel rims on the kerbs which kept the drivers off the pavements, and this combined with the fact that three of the four drivers who have driven the cars this year were committed at Spa seemed a good enough reason not to come.

The meeting started off strangely with a protest. Elf-Coombs protested the Alan Smith

FVD engine because it was not homologated. (It should be remembered that this engine finished first and second at the Nürburgring last week, yet although there were rumours, no objection was officially put forward). The teams affected were Motul-Rondel and the Pierre Robert GRD team. Ron Dennis was able to produce documents from the RAC saying that the engine had indeed been homologated. However when the organisers rang the FIA for confirmation the answer was no, the head had not been passed. Immediately the organisers informed all users of the engine that it would not be allowed at the meeting. They all accepted it as they had other engines but it looked as though a major row was about to blow up as stories swept through the paddock about all the engines being illegal in some way or another. No move was actually made although when the only FVC user, Brendan McInerney, was told he could not use his engine he made a remark about the BMW block to the organisers who immediately summoned Max Mosley. Mosley was then able to proudly show a list of every nut, bolt and washer and every bolt-on extra which was homologated for the engine plus photographs of each part all of which had been examined and passed by the FIA. He exited triumphant and no more was said about any engines from then on.

Despite the fact that this was the third F2 race in consecutive weekends all the usual runners, except Surtees, arrived in good shape. Twenty eight cars arrived which meant running two heats and a final as the track is only licensed for 20. The entry was

split up for practice then all the times listed together, with the grids for the heats being chosen by taking alternate cars from the list. Everyone had two sessions of 90 mins to practice, one on Friday and one on Saturday.

Friday was gloriously hot and the two best times were set then. Jean-Pierre Jarier was quickest of the lot with a 1 m 15.0 s lap, a full 1.1 s under the record. Although his usual STP March-BMW, shunted at Thruxton, was repaired the team did not return to Bicester after the 'Ring and so Jarier took over Hans Stuck's car while Jean-Pierre Beltoise had his usual chassis, repaired after Jarier's contretemps at the 'Ring. Following Stuck's driveshaft failure FI types were fitted. He expected to go much quicker in the second session with Beltoise's engine fitted but that was ruined by, first oil on the track and then rain. Second quickest was Patrick Depailler, scoring a hat-trick of front row positions with the Elf-Coombs Elf 2. For the first session of practice he ran the Cosworth BDG engine which after breaking a cam cover gasket and leaking much oil performed well to give Patrick a time just 0.1 s slower than Jarier. A Brian Hart 2-litre alloy BDA was then fitted. One problem that the Coombs team had were porous Melmag wheels around the safety studs but this was eventually sorted out with Araldite and paint. March, incidentally discarded their Melmags for this race as being too fragile for the kerb clouting and used their own castings.

Third fastest, with a time set in the first, dry, session on Saturday was none other than Vittorio Brambilla going better than ever with the Beta March-BMW. A broken exhaust delayed his progress on Friday but on Saturday he was really quite tidy as well as being quick. Equalling his time was François Cevert in the second Elf 2. Cevert took over the car from Jean-Pierre Jabouille as a third chassis is not yet ready. Jabouille was present as a spectator but by the next French race there should be three cars. Cevert, having his first F2 race of the year, had Brian Hart power. Just 0.2 s slower and the first all English combination was Roger Williamson in Tom Wheatcroft's GRD-BDG 273. Williamson's time was also set on Saturday running with an unraced engine, which had only seen a few miles at Donington for TV purposes. His sideways antics round the twisty bits were frightening to watch. On the same time was Jean-Pierre Beltoise in the second STP-March BMW. He too had a slight handling problem and was at one stage running FI size rear tyres. He received a new engine for the second session of practice while his unit went to Jarier. Next up and confirming his recent form was Gerry Birrell in the lone works Chevron B25. Following his 'Ring mishap the team had rushed back to England and prepared Peter Gethin's chassis with Birrell's Hart engine installed. Gerry again was delighted with the car despite its tendency to understeer rather a lot. He did a 1 m 15.7 s on Friday but was foiled by the elements on Saturday.

Mike Beuttler, after missing the 'Ring, returned to the fray with the Clarke-Guthrie Racing March-BMW fitted with a new engine. He spent Friday running it in before having a go on Saturday which netted him a 1 m 16.3 s. He too suffered understeer which accounted for numerous laps appearing on the nose. Creating a big surprise was François Migault in the Shell-Arnold Pygme-Racing Services BDA MDB18. After clouting a barrier hard early on Friday he belted the car round with the front wheels pointing in all directions, understeering like mad and very sideways, to record a 1 m 16.6 s. Wilson Fittipaldi did a lot of laps with the works Brabham-Wood BDA BT40 looking as if he were on rails all the time, but only recorded a 1 m 16.8 s. Dave Morgan equalled this with the Edward Reeves Chevron-Wood BDA B25. Life was not easy for him though as chief mechanic Dave Bowen had to go to hospital with a severe bout of 'flu. Team manager Roy Forster's demon plan of running some FI Firestone tyres on the rear for a quick time unfortunately did not come off as they rubbed against the uprights.

Bob Wollek and Tim Schenken were next up





Jarier drove a tremendous race from the back of the grid to finish second and took maximum points.

with Motul-Rondel entered Motul M1 s. As they were in France Schenken took over Henri Pescarolo's Motul sponsored car. Because of the early protest the FVD engines were taken out and Tim had a BDG installed and Bob the Thruxton winning RES alloy BDA. Both drivers did 1 m 16.9 s; Schenken did his in the first session after a rapid clutch change while Wollek did his in the second before the alternator fell off and covered the track in oil. Tino Brambilla with the second Beta March-BMW did 1 m 17.5 s on Friday before hitting the armco for the fourth time in three meetings. This time, like the first, stopped him from continuing as the front wheels bowed to each other. However all was well for the wet Saturday session. Also on 17.5 s were Sten Gunnarsson and Silvio Moser. Gunnarsson in the second Pierre Robert GRD-Racing Services really started to look the driver that was seen in 1971 and until he spun and damaged the rear wing, looked to be going very quickly on both days. Moser soldiered on in his Marlboro Surtees TS10-Nova to equal the time without any dramas.

Nürburgring winner and a renowned Pau specialist Reine Wisell was next up with the number one Pierre Robert GRD fitted with a very special Racing Services BDA which RS man-on-the-spot Jim Beech-Allen brought over from England. It was just as well it did come as the only alternative was an FVD. Reine, winner in 1971 and on pole for his heat last year, did not have too much luck however. On the first lap on Friday the fuel pressure relief valve seized out on the circuit and it was a full 45 m before it could be fixed. The local gendarmes not being impressed by Swedish mechanics made Wisell do it himself on the track side. When it was fixed he rapidly did 1 m 17.6 s but found an excess of understeer. Tabs were added overnight but it rained for his session on Saturday so no improvement was made. Hiroshi Kazato was next up in his Team Nippon/GRS GRD-Racing Services on 1 m 17.7 s. This was recorded on Friday before he damaged three wheels with a spin in the Park; the second time in two meetings. Jean-Pierre Jaussaud only did 1 m 17.8 s in the third Motul-Rondel Motul-BDG, complaining still that he did not like the handling although the car was identical in every way to Schenken's.

Richard Scott, having the last of his pro-

jected five races with his Scott-Richardson before the money runs out, unfortunately finished on a rather sad note. After recording a 1 m 18.5 s very early on he stopped for some new brake pads. When he set off again he did not bother to do the crotch straps up; going down the fast downhill section of the track towards a very sharp hairpin he slid forward in the seat and could not get his foot far enough off the throttle and still in third gear going at 50 mph too quickly, the neat little car went straight on into some very solid armco. Luckily Richard was okay but the car looked very sad and was a non-runner. Tetsu Ikuzawa did 1 m 18.7 s in his Team Nippon/GRS GRD-Racing Services without sweating too hard while none of the next three runners managed to make it to the grid. James Hunt (1 m 19.2 s), running a Brian Hart built and modified BDG in the Hesketh Surtees TS15 for the first time, had an almighty moment in the Park on Friday which resulted in his missing the Monument by inches but semi-removing a front corner. It could have been repaired but Bubbles Horsley and Lord Hesketh decided that with the team so fully committed to F1 and F2, that testing of both was of prime importance and that the entourage should return home as soon as possible. Also chief mechanic "Ruddolf" Waterman broke an arm in the paddock on Thursday and could not do too much. Bill Gubelmann (1 m 20.1 s) was just starting to go quicker on Saturday with his March-BMW when he shunted and damaged one side of the car. The mechanics worked very hard and got the car raceworthy if not totally straight in time for the second heat. However although there were eight spare places the organisers refused to transfer him from the first heat so he did not get a run. John Wingfield (1 m 20.5 s) had one of his rare moments when a drive shaft broke in the park which sent him rapidly into the barrier bending the car badly enough for it to be a non-runner. Brendan McInerney also had an almighty head on at station hairpin on Friday in his GRS GRD-Smith FVC. The car however surprisingly suffered only suspension damage to both front corners, the noseframe absorbing the rest of the impact. It was rapidly repaired for Saturday but he missed the session, bar one lap, having the FVC replaced by a GRS-loaned Racing Services

BDA. Colin Vandervell returned to the F2 scene with a new BMW engine in his now Aquabatten sponsored March but on only his fourth ever lap round the track had a nasty moment starting the downhill section and rubbed the front of the car against the barrier. There was unfortunately no chance of repair and after a fruitless attempt to borrow the front end of Jacques Coulon's Filipinetti car to bolt his engine to, he flew home for the Mallory Atlantic race. Coulon was not racing, although he and the car were there because of the sad death of the team's sponsor Georges Filipinetti. In fact the Frenchman was trying hard to hire the spare Pierre Robert GRD but the FVD ban squashed the plan. Final runner was Patrick Dai Bo in his Pygme-BDE MDR18. Patrick hardly managed two flying laps before being troubled with electrical problems.

When the numbers became so small and the rain set in for the day on Saturday the team managers got together to ask the organisers to scrub the heats in favour of another practice session and just run the 70 lap final on Sunday. There were problems about this however, in that two drivers would not get a race at all and the paying spectators would want their money back. After a deputation of drivers led by François Cevert pleaded as well a vague compromise situation was reached of an extra 15 m practice for each heat with only 20 instead of 30 lap races.

## HEAT 1

The track was very wet by the time the first heat had completed their 15 m unofficial session. On the tyre front the only novelty was on Williamson's car which featured Gonds on the front again and Firestones on the rear. This time however Mike Warner had them all hand cut by Firestone with extra diagonal grooves right across the tyres. The main concern of all the runners however was to get the brake balance sorted out.

Jarier made a bad start from pole and it was Vittorio B who led into the station hairpin and up the hill. At the end of the first lap Brambilla had a few yards advantage over Williamson who had Morgan breathing





Williamson drove brilliantly in the heat and final. Here Morgan chases him in the heat.

down his neck with Birrell dropping back a little. Some way behind were Jarier and Schenken, who were nose to tail, and a bit further back Migault led Gunnarsson and Wisell with Jausaud and Dal Bo together behind. On the second lap Morgan was pushing Williamson hard as Brambilla eased away a little more. Further back Gunnarsson passed Migault and caught Schenken. On the third lap Schenken dived into the pits to take on a fresh visor as the other had fallen off. This left Jarier on his own in fifth with Gunnarsson, Migault, Wisell, Jausaud and Dal Bo all fighting for the remaining places. Schenken was last about half a lap down.

By the fifth lap Brambilla was about five seconds ahead of Williamson who was now on his own in second. Morgan, who had been going very well in his pursuit of the GRD suddenly found the brakes going off as the pads glazed and having resolved himself to tour round the remaining 15 laps the next thing he knew was that he was heading for the barrier at the top of the hill as the car went straight on. The damage was not too bad but he was uncertain of it being repaired. Birrell meanwhile had dropped well back with his grossly understeering Chevron, which did not like the Firestone wet at all. Jarier was even further back and losing ground all the time. The main problem was that the bias on the brakes had switched to the rear with glazing of the pads and then his visor misted so that he could hardly see. He slowed quite a bit and the Pierre Robert GRDs of Gunnarsson, going very well again, and Wisell started to haul him in. Migault slipped back a little to be joined by Jausaud while Schenken was making up ground fast, having already left Dal Bo well behind.

Brambilla who, although clipping a kerb or two, was going very quickly in the conditions looked as though he would not be caught as Williamson had a flat spot in the BDG making it a shade slower out of corners. However by lap eight Roger got the message and the chase was on. On lap nine the gap was down to 3 s; 2.5 s on lap 10, 2 s on lap 11. The gap stayed constant for two more laps. Then on the 14th the GRD appeared more crossed up than usual and next time round the gap was down to 1.5 s. This was reduced to 1 s next time and on lap 17 they were nose to tail. However whatever Williamson threw at Vittorio the Italian matched, and at the end Williamson was 1 s behind.

For Birrell it was a lonely race but a

mighty hard one trying to keep the car on the road in third place. He was a minute down on the first two and well in front of Wisell, who climbed up to fourth despite a bad case of water in the electrics from half distance. Schenken following his pit stop put in a masterly piece of wet weather driving eating up places regularly to finish fifth, just 2 s down on Wisell. Gunnarsson had his best drive to date with the GRD and took sixth handicapped still by excessive understeer. Migault was lying seventh but spun out on the down hill chicane which dropped him to last. On the same lap team-mate Dal Bo stuffed the sister car comprehensively. This left an unimpressive Jausaud seventh and a dejected and very slow Jarier eighth.

## HEAT 2

The rain virtually stopped during the 15 m unofficial session for the second heat but the track was still very wet. Beuttler was caught out by the conditions and spun his March into a barrier breaking a wheel and the rear wing. Rapid work by Brian Lewis and his team just got it ready in time, using Vandervell's wing, so everyone started.

Into the first corner it was Depailler followed by team-mate Cevert, Beltoise, Beuttler, Wollek, Ikuzawa and Brambilla. By the end of the first lap Depailler already had a small lead while Beltoise took over second place from Cevert. The three Frenchmen had already left the rest led by Beuttler from Fittipaldi, Wollek, Brambilla, Ikuzawa, Moser, Kazato, and McInerney.

On the second lap Depailler and Beltoise left the sideways Cevert a little and for the next six laps the March men tried very hard to get on terms with Depailler. However by the ninth lap the first three were equidistant until laps 13, 14 and 15 when Beltoise put on a real spurt on the now much drier track. He got right up with Depailler, but virtually throughout the race he had been troubled with lack of brakes and like Jarier in the first heat and they came up to the station hairpin JPB had just the rears working as he tried to gain those extra yards; they locked up and he skated towards the straw bales. He managed to stop without hitting anything but by the time he rejoined Cevert had taken over second place. From then on Beltoise, who had set fastest lap, drove steadily into third place while Cevert made up a few yards on his

team-mate and the two Elfs finished first and second 3 s apart with Beltoise 10 s further back.

On the second lap Brambilla took over fourth from Beuttler and just eased away to take fourth with a 30 s cushion on either side from third and fifth men. Beuttler in fact dropped right out of contention almost immediately with handling and brake troubles so Fittipaldi took over and unchallenged fifth from the second lap. He seemed to be coasting home until the 16th lap when he suddenly pulled off at the station hairpin with a hole in the engine. Behind him there had been a three car battle virtually throughout with Ikuzawa, Wollek and Kazato fighting away. Ikuzawa always led the group but the star was Kazato. Time and time again he would get alongside Wollek as both cars twirled up the hill but Wollek always managed to keep ahead despite having more understeer than all the rest of the cars put together. Kazato nipped ahead briefly on the seventh lap and immediately caught Ikuzawa. He then spun. This battle with Wollek then restarted and continued until the 13th lap when the Japanese spun again. Next time round the hard working Wollek also spun on the downhill section which lost him two places. Kazato then had a clear road to catch Ikuzawa which he did but there was no way Tetsu was going to let him past and eventually Team Nippon took fifth and sixth places, 1 s apart. Moser was next up having driven steadily and taken advantage of Wollek's spin and Beuttler's problems to finish seventh. Wollek whose engine started to misfire at low revs after his spin, was eventually a lap down in eighth as were other finishers Beuttler and McInerney, the latter certainly not disgracing himself while doing his first flying laps round the track during the race.

The 20 car grid for the final was made up of the first seven in each heat plus the next three fastest laps from each heat. As 11 cars had started each heat there was one reserve from each; Dal Bo's Pygmy was irreparable so McInerney was left to take over any vacant place. It was originally thought that Morgan would be unable to make it but Derek Bennett arrived to help out his mechanics with a welding torch and rubber mallet and by Sunday morning the tub was straight enough and a new corner fitted, so he was able to start.

## FINAL

HEAT 1		HEAT 2	
1	Brambilla	1	Depailler
2	Williamson	2	Cevert
3	Morgan	3	Beltoise
4	Willek	4	Beuttler
5	Ikuzawa	5	Fittipaldi
6	Kazato	6	Moser
7	Jausaud	7	McInerney
8	Schenken		
9	Gunnarsson		
10	Migault		
11	Wisell		
12	Jarier		
13	Birrell		
14	Dal Bo		
15	GRD		

The field was allowed three warming up laps before the start of the gruelling 70 lap final on a very warm Sunday afternoon. Front row man Vittorio Brambilla very nearly did not make the start as the rear end of his March was leaking oil badly. He was pushed off the grid and then came storming back just in time so reserve McInerney did not get a run.

In fact it was Brambilla who made the best start and led into the first corner with Depailler next then Williamson squeezing inside Cevert, Beltoise, Birrell, Wisell and the rest. All eyes were on the progress that Jarier and Beuttler were making from the back of the grid but both were aiming for a steady drive rather than get into trouble.

At the end of the first lap it was still Brambilla with Depailler, Cevert, Williamson, Beltoise, Wisell, Birrell, Schenken, Gunnarsson, Ikuzawa and Wollek all lined up behind. Then there was quite a large gap already caused by T. Brambilla and Migault both spinning at different places around the track. Brambilla was out with a broken wheel and puncture while Migault continued some way behind the final group consisting of Moser, Kazato, Fittipaldi, Jarier, Beuttler, Jausaud and Morgan's ill-handling Chevron.



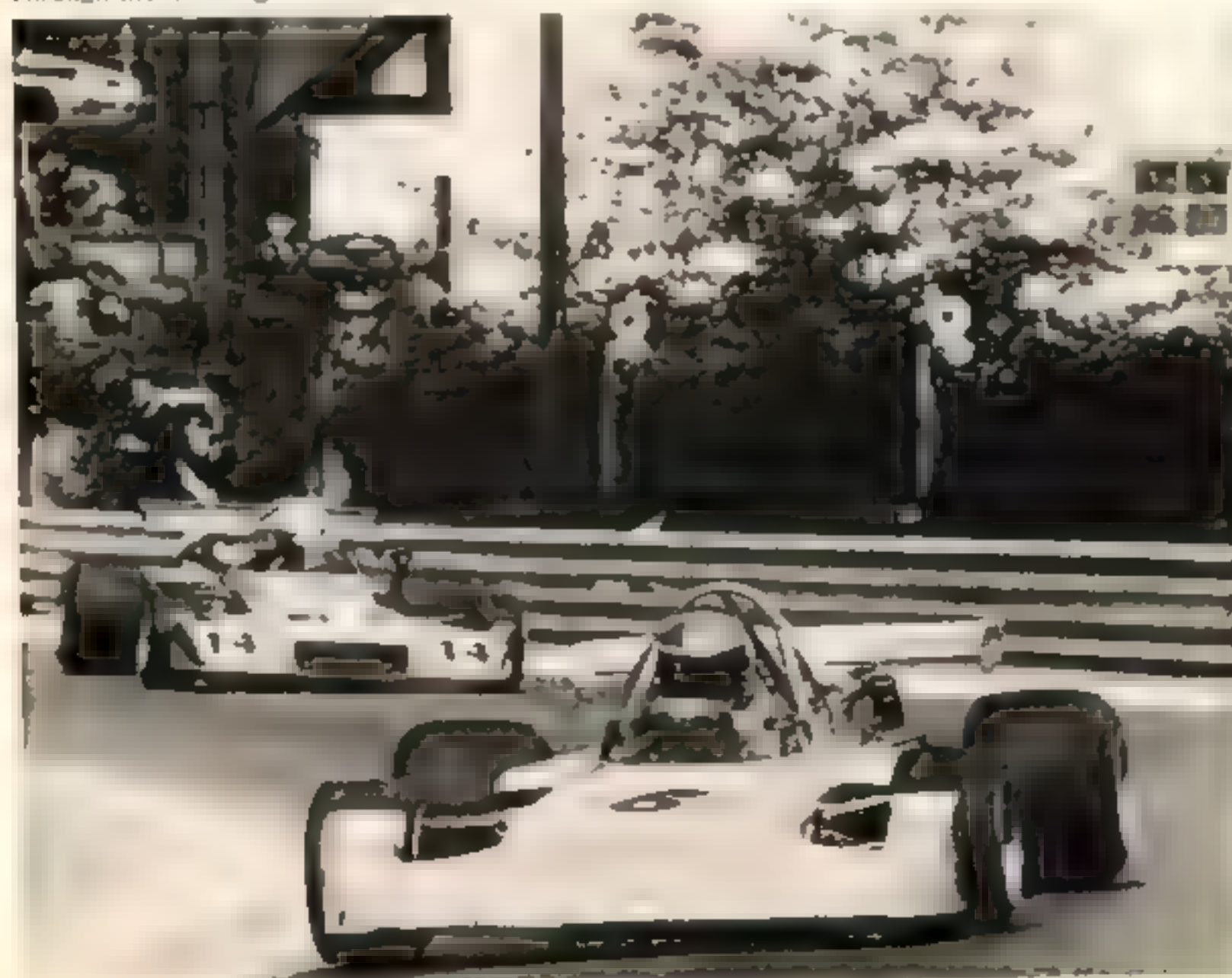
On lap two Brambilla pulled away in the lead but on lap three Depailler caught right up as Vittorio was black flagged for dropping oil. He pitted very briefly next time round but this dropped him nearly to the back of the field. Depailler opened up a small gap initially but soon Cevert closed right up with Beltoise glued to his tail. Williamson went straight into the pits at the end of the second lap while fourth, as for the second time in two races the spark box had failed. He restarted a lap and a half down.

The French trio at the front looked to be running away with proceedings as they circulated nose to tail at the front but then suddenly on lap eight Beltoise went missing. He eventually coasted into the pits with a broken wire to the fuel pump. It took eight laps before it could be fixed and so he was out of the running. This left the two Elf 2s to battle away for the lead. It was not a case of Cevert letting Depailler lead either for the F1 man was trying all he knew to get by.

After 10 laps Wisell had moved a short way clear of Birrell and Schenken to claim third place. Wollek had moved a little bit away from Gunnarsson who by now was under pressure from Jarier, who was driving very cleanly but extremely fast and picking places rapidly. Well behind them was Fittipaldi who had the fast moving Beuttler on his tail. Wilson had a bent front fin which did not help the handling after Moser had run over it. The recovering Brambilla had just got the better of Big Silv for 11th place, the Swiss driver rather holding people up. Right behind him was Kazato, looking frustrated at not being able to get by while a slightly more confident Morgan started to close. On lap 10 Jausaud passed Ikuzawa while Migault was well behind and being rapidly caught by Williamson who was about to unlapp himself.

As the Elfs continued to pull away at the front Wisell was starting to lose ground to Birrell who had virtually thrown off Schenken. The Swede was in trouble with his tyres graining and was having big understeer problems. Behind them Jarier picked off Gunnarsson and Wollek in successive laps and then took six laps to catch and pass Schenken which he did on lap 19. On lap 14 his fellow back row starter Beuttler finally managed to get past Fittipaldi as did Brambilla.

Through the houses go Sten Gunnarsson and Bob Wollek



Vittorio's comeback was short lived though as he pulled off at the station hairpin on lap 16 with no oil left. Two laps earlier Morgan had pitted to investigate the handling, returning to the fray with Beltoise on lap 16, the Frenchman being eight laps down.

After closing right up with Wisell on lap 18, Birrell promptly lost two places to Jarier and Schenken and on lap 20 visited the pits to investigate a misfire. It turned out to be a broken wire in the distributor and he lost a couple of laps having it fixed. So on lap 20 the order was Depailler, Cevert, Wisell, Jarier, Schenken, Wollek, Gunnarsson, Beuttler, Fittipaldi, Moser and Kazato still dicing hard. Jausaud, Migault, Ikuzawa and Williamson, Beltoise and Morgan were still running although the latter retired on lap 22 with the cam cover gasket blown. Jarier's pace never abated and on lap 22 he was third in front of Wisell who was in severe handling trouble and had bother with the rear brakes being covered in oil from a broken engine seal. Schenken relieved the Swede of fourth on lap 25.

Suddenly next time round Cevert was in the lead having managed to nip past his team mate down the hill. Within two laps he had managed to pull out 5 s as well. Jarier in third, though was not making much of an impression at this point.

Further down the field Wollek lost his well-earned sixth with a very quick stop to report handling problems thinking it was a puncture. A broken nose was all that was found and he only lost places to Beuttler and Gunnarsson. Fittipaldi's wing was starting to fall off and the engine was leaking oil, so on lap 28 he called it a day. At the tail of the field Migault had retired with a broken distributor while Birrell and Beltoise were starting to motor quickly although well behind.

Beltoise's speed was significant for at half distance he came up to pass second place man Depailler. JPB had nothing to gain so played a tactical game to help Jarier who was 18 s behind in third place. Beltoise had Williamson circulating with him also who was tearing through the field just as quickly but the March man could not let the GRD go lest Depailler got through again. As this trio charged round so the gap between second and third dwindled. On lap 36 it was down two to 18 s then 11.4 s, then 10.4 s but

then the big chase was nipped in the bud when suddenly there was no Depailler. The ever unlucky Frenchman had coasted to a halt at the top of the hill with the engine earth wire broken. Jarier was second and leading the non-graded championship. Rather than encourage him to go after Cevert his pit just gave him the distance ahead of Schenken from then on.

On lap 40 the situation was Cevert in the lead by nearly 20 s from Jarier who was 30 s ahead of Schenken second. Wisell was losing ground steadily but still fourth with Beuttler closing the gap steadily. The rest of the field, led by Gunnarsson, were lapped. Wollek was next up after the Swede with Kazato being pushed by Jausaud who suddenly found he liked the Motul and started moving quickly. Williamson had unlapped himself from the four in front and doubled Ikuzawa twice so was in front of him on the road.

The first three places were then settled for good. Cevert ran out the final 30 laps occasionally pulling out a little over Jarier leaving the gap at 25 s at the flag fall. Jarier let the gap to Schenken drop gradually but was being kept well informed of the situation, at the end it was 11 s. Fourth place was disputed to the end. Wisell was lapped on lap 43 and next time round was caught and passed by Beuttler. Reine hung on briefly but on lap 50 the oil light came on a couple of times and he pulled in to retire next time round with no pressure at all. This elevated Wollek to fifth and slowly he started to reel in Beuttler. With the yellow March in his sights he flung the car round in great style. He caught him on lap 62 and briefly nipped past him at the hairpin next time round. Mike got the message very quickly that his place was in dispute and quickly nipped in front again. The places remained the same to the end despite Wollek putting all he knew into getting by. The margin was just 0.8 s.

Gunnarsson was having the same tyre problems as Wisell and the resultant understeer thus the now switched on Jausaud closed in fairly quickly. After tailing him for three laps Jausaud moved his Motul past on lap 55 and then proceeded to make the place his own. Next up at the finish was Williamson. Having unlapped himself from all but the first three he started overtaking people for real despite a bad misfire. On lap 60 he took Kazato to get eighth and six laps later he got Gunnarsson for seventh which is where he stayed to the end earning his first F2 Championship points. Gunnarsson and Kazato finished well spaced in eighth and ninth completing their best yet F2 events. Birrell really flew after his stop and enjoyed himself in the Chevron unlapping himself twice on Ikuzawa and taking 10th from the Japanese driver. The only remaining runner after Moser dropped out with a broken belt, was Beltoise, who in trying to take some of the glory from his countryman caught and passed Cevert in the last 10 laps setting a new lap record of 1 m 15.0 s in the process. The only other drivers to break the 16 s barrier during the race were Cevert and Williamson.

#### F2 European Championship, round 3

Pau, France, May 6, 70. 40 laps

1	Francis Cevert	Elf 2	March BDA	1 h 10 m 48.77 s	127.5 mph
2	Jarier	March BMW 732i	1 h 31 m 14.44 s		
3	T. Schenken	Mosler Cosworth M1	40G	1 h 31 m 23.70 s	
4	M. Beuttler	March BMW 732i	40	1 h 31 m 23.70 s	
5	B. Wollek	Mosler M1	BDA	40	
6	J. Jausaud	Motul Cosworth M1	40G	40	
7	R. Williamson	GRD	40	40	
8	S. Gunnarsson	GRD	40	40	
9	M. Kazato	GRD	40	40	
10	G. Reine	Chevron	40	40	
11	P. Beltoise	GRD	40	40	
12	J. Fittipaldi	March BMW 732i	40	40	
13	P. Migault	GRD	40	40	
14	B. Brambilla	GRD	40	40	
15	M. Moser	GRD	40	40	
16	V. Brambilla	GRD	40	40	
17	B. Birrell	GRD	40	40	
18	S. Schenken	GRD	40	40	
19	J. Jausaud	GRD	40	40	
20	M. Kazato	GRD	40	40	
21	G. Reine	Chevron	40	40	
22	P. Beltoise	GRD	40	40	
23	J. Fittipaldi	March BMW 732i	40	40	
24	P. Migault	GRD	40	40	
25	B. Brambilla	GRD	40	40	
26	M. Moser	GRD	40	40	
27	V. Brambilla	GRD	40	40	
28	B. Birrell	GRD	40	40	
29	S. Schenken	GRD	40	40	
30	J. Jausaud	GRD	40	40	
31	M. Kazato	GRD	40	40	
32	G. Reine	Chevron	40	40	
33	P. Beltoise	GRD	40	40	
34	J. Fittipaldi	March BMW 732i	40	40	
35	P. Migault	GRD	40	40	
36	B. Brambilla	GRD	40	40	
37	M. Moser	GRD	40	40	
38	V. Brambilla	GRD	40	40	
39	B. Birrell	GRD	40	40	
40	S. Schenken	GRD	40	40	



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# Castrol



Jody Scheckter earned 15,750 dollars for the Winston Delta team after leading the final from start to finish

## LAGUNA SECA

# Scheckter all the way

By GORDON KIRBY

After almost doing the job in every other F5000 race he's started Jody Scheckter did it in style at Laguna Seca, leading from start to finish for a 2 s victory. Driving Sid Taylor's Trojan with his renowned gusto, Scheckter flew away from the start of this second round in L&M's F5000 Championship and built up a powerful lead even before the end of the first lap. Peter Gethin pressed a very hard attack and moved to within striking range of the charging South African on a couple of occasions, but Jody never let the gap get to much less than 2 s. David Hobbs was an ever-present third, trying very hard in his own sedate manner and forcing Gethin to keep a wary eye on his mirrors at all times. The race was really between these three alone, for they pulled right away from the rest and neither Trojan, Chevron nor Lola was allowed any respite throughout the 45 laps.

Gus Hutchison (March-HRE 73A) and Eppie Wietzen (Lola T330) had a race-long battle for fourth with the Texan's March coming home two car lengths to the good after reeling the Canadian in and getting by in traffic. Brett Langer drove vigorously from the back of the grid for a good sixth place, although the Hagger Lola was some 40 s behind at the end. A badly slipping clutch brought an end to the dismal weekend of Graham McRae, while Tony Adamowicz rushed from the middle of the grid to sixth place, put together the day's fastest lap and then suffered the stupidity of one of those F5000 backmarkers (they are, I'm afraid to say, still around). Adamowicz's Carlings Black Label Lola T330 finished his day in a badly bent mess and the sloppy backmarker carried on to carve up others. The last of the frontrunners was Frank Matich and his frustrating weekend of problems petered out with a very sick and noisy Repco bringing him to a stop after eight laps.

## PRACTICE

Although slightly harsher in character, the Monterey hills in which the very busy 1.9 miles of Laguna Seca tarmac reside, are remarkably reminiscent of Kent's rolling hills. The road rises and falls through a series of very fast left-handers and then tightens up into a succession of tightly twisting left and rights before exiting on to the pit straight.

It was David Hobbs who emerged as the fastest man, driving his Hagger Lola-Morand T330 really well and displaying the balanced squirtability that is making the fastest of F5000s look almost as good as Grand Prix cars. David was not only fast in a manner pleasing to the eye, but he was also consistently quick and culminated things with a lap in 59.50 s which was 1½ s quicker than the record and within a second of Mark Donohue's outright turbo-Porsche record. The identical Carl Hogan-entered Lola of Brett Langer was second quickest in 59.62 s. Brett spoiled things slightly with a nose fin-bending indiscretion at the Corkscrew, but was otherwise impressive with the same enthusiastic, yet controlled style he displayed at Riverside.

Jody Scheckter was third quickest (first time at this difficult little circuit), seemingly always on the limit with the twitchy Trojan. Jody says it still needs some sorting, and it certainly appears to dart about a little too much, but none of this slowed the South African down as he turned a best lap of 59.56 s. Just before the end of qualifying, Scheckter outbraked Frank Matich as they went into the Corkscrew after Matich had just left the pits, but the two cars touched and the Trojan went straight on bending the right rear corner and the wing. It gave Sid Taylor's crew some night work.

Peter Gethin was fourth quickest, driving with the same efficiency and verve of the first three. These first four were definitely the class of the field and Gethin was perhaps, the neatest of the lot. He was knitting his driving well with the subtleties of the Marchon Chevron B24 and producing a combination that was as fast as anybody through the quick stuff and a shade ahead of them all through the slow bits. The carburetted Alan Smith Chevy seems to lose just enough under acceleration so that Peter had to settle for a 59.97 s. Like Scheckter's Trojan, the works Chevron used 13in English Goodyear

rubber. Fifth fastest was Eppie Wietzen who now has a Bariz-rebuilt CRM Chevy powering his Lola T330 and had to rely on his Friday tune after the engine ate up two black boxes and eventually the entire ignition system on Saturday. Wietzen did a methodical and unruffled 1 m 00.13 s for his place.

Graham McRae got in very few laps on either day of practice, a mainshaft bearing in the gearbox wearing away on Friday and oil leaking from the sump on to the rear brakes on Saturday. Nevertheless the luminescent McRae recorded sixth best time of 1 m 00.25 s before stopping with the oiled brakes and finding a noisy engine which proved to be a worn crankshaft bearing. During McRae's brief sorties on to the track he was forceful and fast and very threatening to all. Tony Adamowicz was next up, the silky handling of the Kas Kastner-organised Black Label Lola T330 helping him to a time of 1 m 00.29 s. One of the Roy Woods Racing Chevies had to be changed after Friday's practice when it started to get hot and spew out water.

Despite a new nose, which apparently worked properly, the works/Gene Mason March-Bolthoff 73A for Skip Barber looked unpredictable and tricky. Barber is very perplexed about the car's problems, and so are the March men. Skip was given a very optimistic 1 m 00.48 s although he was actually four frustrating seconds slower than that! Aussie Bob Muir followed Barber with a legitimate 1 m 01.20 s. Muir's Lola-Molloy T330 was entered by Jones, Eisart Racing and freshly painted in a bright orange. Gus Hutchison was 10th fastest, recording a composed 1 m 01.34 s before a rod bolt broke in his HRE Chevy-engined March 73A. Then came Frank Matich who struggled with what he thought was a wrongly fabricated bulkhead (it turned out that undersize rivets had been used), and subsequent vague handling in doing 1 m 01.45 s in his Penfold/Travelodge Matich-Repco A51.

Kevin Bartlett was brought in to replace Brian Redman in the Hall/Hass/Steed Lola-Smith T330 and adapted well to the car, doing a 1 m 01.33 s on Friday. But the next day, just as he was getting into the same range he found himself caught out by the Corkscrew and went off, bending the nose, rear wing and exhaust pipes and tweaking the tub. Another downunder man in the form of Max Stewart qualified next, the lanky privateer's red Lola T330 arriving on Saturday and giving Stewart little time to learn the circuit and go as well as his 1 m 01.52 s showed.



John Gunn (March-Bartz 73A) pressed around for a 1 m 02.21 s but went off in a big way and extensively damaged the car. Four F5000 newcomers followed Gunn, with Bob Lazier doing a creditable 1 m 02.31 s in his March-Bunce 73A. Steve Pieper (Lola CRM T100) managed 1 m 03.10 s to head Jon Woodner (McRae-Bartz GM1) and Eddie Miller (Lola-Bartz T130) who did 1 m 03.58 s and 1 m 03.87 s respectively.

## HEATS

The 30-lap heats were arranged with odd numbered qualifiers in heat one and even numbered versions in heat two, this being the style adopted by the SCCA and L&M for the year. It was Hobbs who stormed away from the rolling start into a brief lead, which was quickly seized by an eager Scheckter who sliced through on the inside of the second turn. A few corners later what opposition there was to Scheckter and Hobbs disappeared as Adamowicz went for fourth gear, missed it, got third instead and the Lola went scrabbling around in a ragged, wheel-spinning loop. Frank Matich was right behind Adamowicz and had to hurl the orange Matich across the road to avoid clouthing the black Lola. Matich recovered from this large backwards moment and carried on a firm last while Adamowicz eased into the pits, minus a nose and in need of some close inspection before continuing. Tony lost three laps with this stop and worked up to a good seventh by heat's end.

So it was now all Scheckter with Hobbs gradually getting into his stride, so that after five or six laps the Haggard man was a steady 5 s behind. Wietzes was a solid third, losing about a second and a half to Scheckter and Hobbs, but pulling well and truly away from all the others. Bob Muir was able to keep Wietzes in sight for a few laps, but then he started drifting back and by half distance the Molloy engine began to puff out oil smoke. The last 10 laps saw the smoke get heavier and Muir's pace slower, so that Max Stewart managed to get by and drive off for a comfortable fourth.

Hobbs let Scheckter pull out a 20 s gap over the last few laps for the front anti-roll bar on the Haggard Lola had fractured and David was left to contend with some diabolical understeer. So Jody and Trojan won their first F5000 race, leaving the South African's rivals with some eyebrow-knitting thoughts about how they might deal with him in the final.

The second heat was resolved largely on

the pace lap when McRae had his throttle stick open and ran into the side of Lunger's Lola. The New Zealander retired to the pits with a flat tyre and bent wishbones, while the American managed to start, but with the corners knocked out of line and the handling upset.

Aside from this early drama, this second heat was a showplace for Peter Gethin who just ran away with the win. Lunger was second for the first three laps and then retired from his distant place after deciding that starting from the back of the final grid was better than bending the Lola in the heat.

The surface got very slick during this heat, but Gethin held on well. Only Gus Hutchison and Kevin Bartlett were able to approach Gethin's speed and style, with Hutchison doing a very workmanlike job in his stub-nosed March and finishing 9 s behind the Chevron. Bartlett was another 20 s further back, struggling somewhat with the hastily rebuilt and unbalanced car. With fading brakes and little confidence in his March, Skip Barber was a lap down in fourth place, while newcomers Pieper and Miller drove with calm and reserve for fifth and sixth places.

## FINAL

So we come to the 45-lap final which had some explosive possibilities thanks to Adamowicz's mid-grid place and Lunger, McRae and Matich sitting at the back behind three or four particularly inept.

The start was a triumph for Scheckter who raised his hand as the field cruised towards the starter, causing everybody to ease up on his pace. Just as they were all passing Jody dropped his hand and the field surged forward two car lengths before anyone responded. Gethin was soon going, however, and he slotted into line ahead of Hobbs as they went over the hill, the Englishmen beginning their pursuit of the South African, and the rest falling into their own personal battles.

The Trojan came understeering into view in that first lap, with Scheckter whirling on the lock and swinging the car into late apexes, then catching it in a series of little sips as the car would try to oversteer on the straight. Gethin was playing happily with the Chevron and after a couple of laps Peter was digging his chin in and stalling his mount around just as well as Jody.

It took Hobbs until about the fifth lap before he too was beginning to twitch and slide his Lola with all his balance and hold the gap between he and Gethin at a constant

The Chevron was just under 8 s ahead by then, with Scheckter's Trojan a further 3 s ahead. Hutchison and Wietzes were perhaps a full second apart in fourth and fifth places, putting more and more road between their fight and Bartlett's vague-handling Lola. Adamowicz was just beginning to bring shrinking plus signs to Bartlett's signal board, the black Lola once again going almost as well as the leaders and working neatly and briskly through the field.

With Gethin and Hobbs working themselves into a good rhythm and even knocking a second off Scheckter's leading margin, it was now the Trojan man's turn to furrow his brows after his initial charge and think about the 40 laps still to go. For a few laps Jody got just a little ragged, but he can afford to rely on his reflexes, and it wasn't long before the control returned and the Trojan started looking taut and edged away again.

Of the quick men from the back of the grid, there was only Lunger to think about by the time 10 laps had been done. Matich had got up to the middle of the field before his engine went all nasty and he stopped.

McRae rushed by the slowest of the slow and then seemed to get stuck behind a few people who were just slow. But it was very soon obvious that something was wrong and sure enough the L&M champ pulled after 14 laps with the clutch slipping badly. Lunger's mount was also something less than au point, for the clutch had gone away and Brett was not able to use it. None the less Lunger was up to eighth and was slowly drawing a lead on Max Stewart. On the 15th lap Stewart pulled off when a coil lead fell off and Lunger was through to seventh.

Adamowicz's good drive was punctuated by a couple of large moments as he was catching Hutchison and then, on the 18th lap, a particularly inept backmarker who showed himself to be downright dangerous, drove across the bows of the Carlinga Lola through a very fast sweeper and sent Tony spinning wildly (One hopes such people will be black flagged in the future, and well before they do anything foolish as well).

The last 15 laps were the setting for Gethin's big effort. He whittled and chiselled at the 5 s of air separating him from Scheckter, picking up a few 10ths in almost every flurry of traffic that blocked the leader's path. With just five laps left Peter had got to within 1½ s of Jody, but this time it was Jody who profiled from the backmarkers and gained a ¼ s which kept his Trojan just far enough ahead to be out of touch.

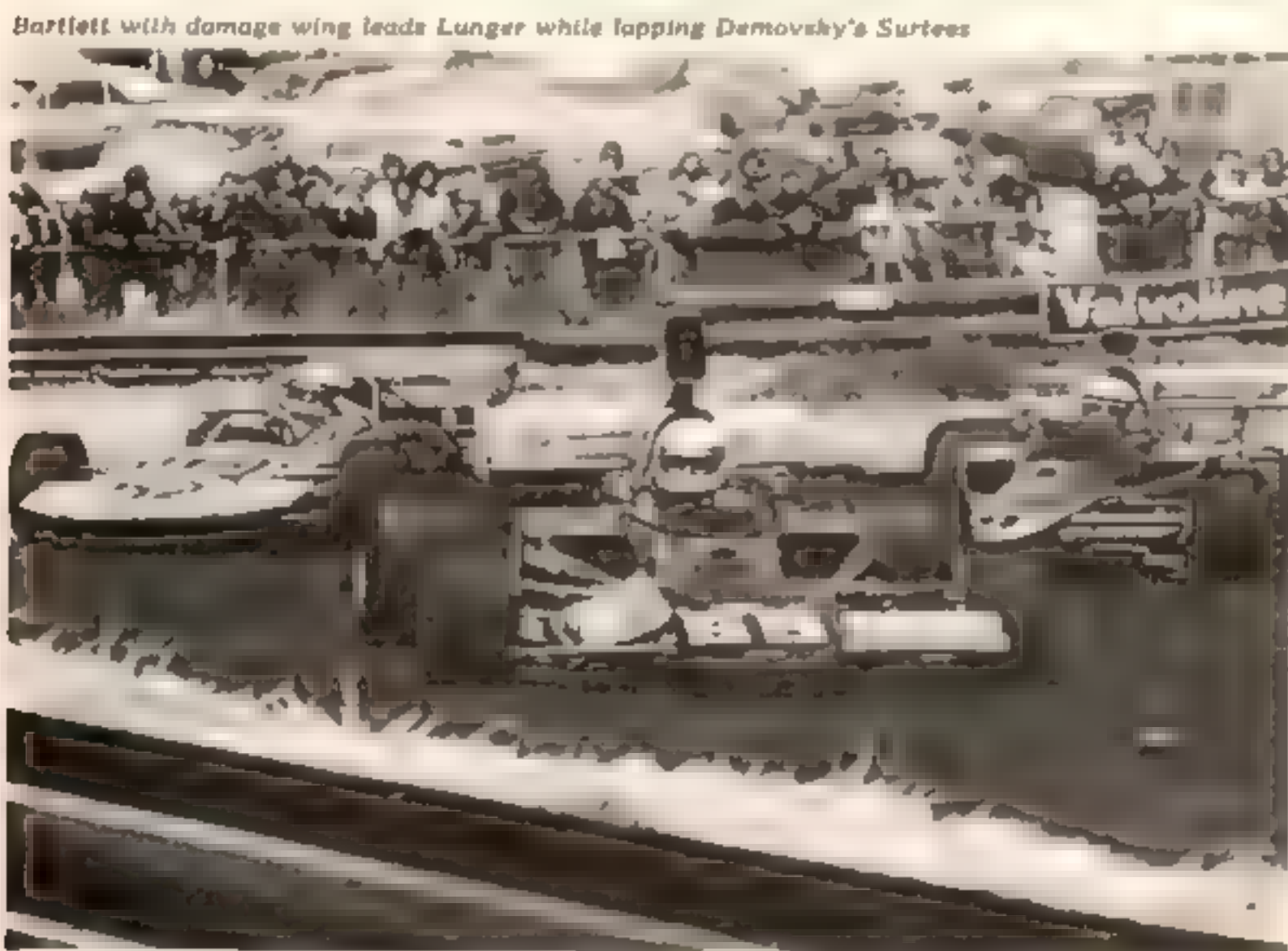
The atmosphere was very electric during those last dozen tours, for Hobbs too was right there, losing nothing to Gethin and also closing on the leader. But the replacement front anti-roll bar had been making the Lola understeer rather too much and David also began to run out of fuel as the end drew into view so that he finished further behind than he deserved.

Hutchison held off Wietzes' final challenge, having retaken the place from the Canadian at the second gear left-hander before the pits on the 31st lap. Lunger finished some 6 s behind Wietzes, unable to make any impression on that gap over the closing laps. Lunger had spent a lot of time chasing Bartlett earlier, eventually getting by when yet another backmarker got in Bartlett's way and knocked off a nose fin. Bartlett pitted briefly after that contretemps and then resumed only to stop just before the end with a flat battery.

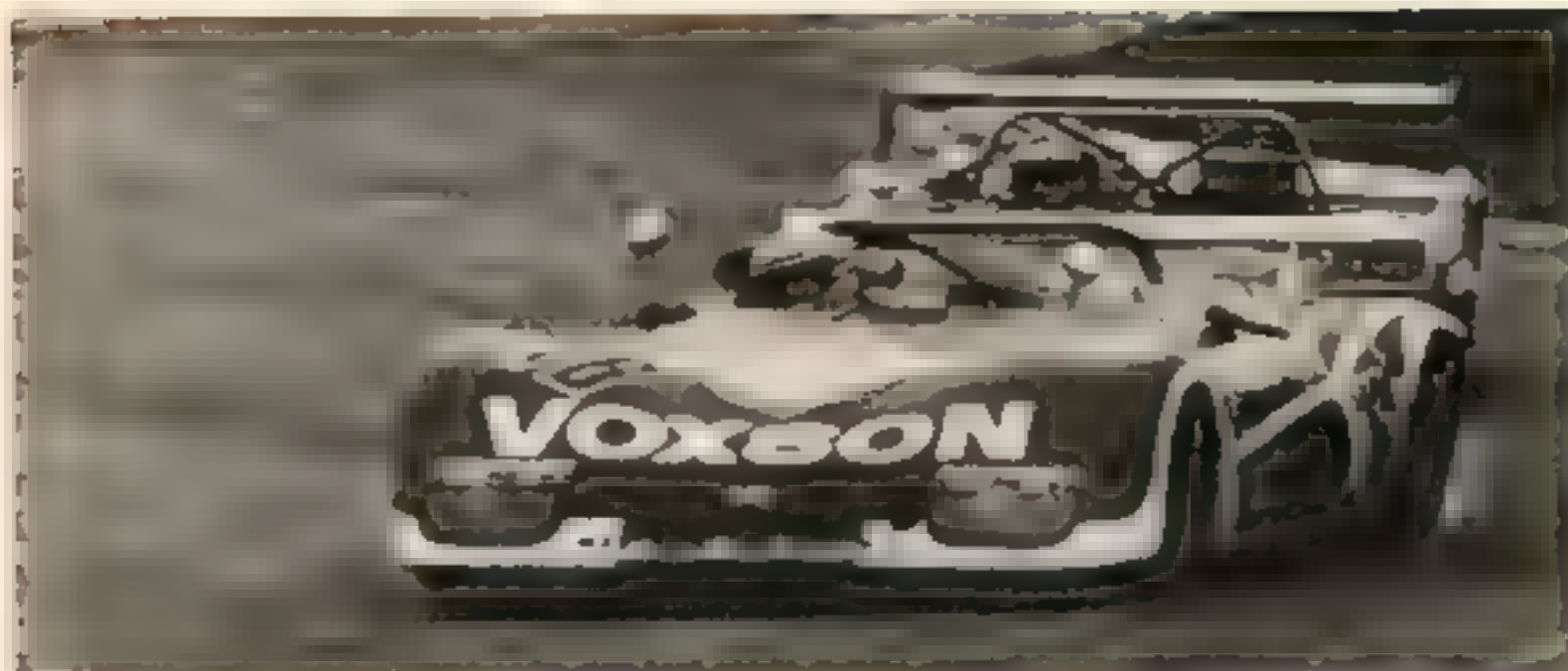
### Legend: SCCA Monterey, May 6

#### L&M Formula 5000 Champ. onshp. round two

Final 45 laps	
1 Jody 5 Buckle (Trojan Chevron Smith T100) 45 m 5.45 s	
2 Peter Gethin (Chevron Chevrolet Smith B24) 45 m 7.24 s	
3 David Hobbs (Lola Chevrolet Morand T330)	
4 Gus Hutchison (Trojan Chevron HRE T33A)	
5 Eddie Wietzes (Lola Chevrolet B&B CRM T130)	
6 Bob Muir (Lola Chevrolet M and T13)	
7 Jon Woodner (McRae Chevron Bartz GM1) 43 laps	
8 Eddie Miller (Lola Chevrolet Bartz T330) 41 laps	
9 Brett Lunge (Chevrolet B&B CRM T33A) 10 Steve Pieper (Lola Chevrolet CRM T10) 6 laps	
Fastest lap Tony Adamowicz (Lola Chevrolet/Woods T33) 10.5 s 114.17 mph	
Heat 1 (30 laps) 1 Scheckter 30 m 18.37 s 2 Hobbs, 3 Wietzes 4 Max Stewart (Lola Chevrolet Stewart T33) 5 Bob Muir (Lola Chevrolet Morand T330) 6 Woodner	
Heat 2 (30 laps) 1 Gethin 31 m 21.04 s 2 Hutchison 3 Max Stewart (Lola Chevrolet Smith T330) 4 Barber 5 Pieper 6 Miller Fastest lap Gethin 1 m 01.14 s	







Hezemans' March-BMW leads winner Chris Craft before the March retired.

## SANTAMONICA

# Edwards' luck fails again

By PAUL THOMPSON

Marla Birrane's Crown Racing Lola, in the hands of Chris Craft, scored its first international win in the second round of the 2 Litre Championship at Santamonica last Sunday. The black and orange Lola was a trifle lucky as it was the similar Barclay Lola of Guy Edwards who dominated practice and both 40 lap heats until 4 laps from the end when the oil pressure in his new Chevy Vega sagged to naught with a cracked block. Edwards simply stomped on everyone in the first heat but had his clutch fail with six laps to run. Pat Mackie and the lads replaced the unit in double quick time for heat two and after an initial attack from the works March 735 BMW of Toine Hezemans, Edwards once again waltzed off into the distance until further misfortune struck. Craft too has had his fair share of bad luck and he was always a serious contender for the laurels. It was his first win since piloting a McLaren MS to victory at the Norisring two years ago. He was hampered by a dull clutch throughout the second heat but had a little more reliability from the 2 Litre Cosworth BDG.

John Lepp followed up his victory at Paul Ricard with second place in the Red Rose Chevron B23-Smith after a fairly stable run ahead of Dieter Quester's Abarth. Many of the fancied runners fell by the wayside, including Hezemans. His Goodyear tyres were not up to the job in the first heat and he was hampered along with other March runners by a loss of second gear, and overheating brakes. For the second heat he had no alternative but to fit a set of Firestones and he was a serious threat to Edwards and Craft until his clutch went and a brake line split causing a fire and retirement. Mauro Nesi was thus first March runner classified in fourth spot ahead of Jose Juncadella in the Hire Int'l/Scuderia Montjuich Chevron and Fred Stalder in one of last year's Lola T 290s.

## ENTRY

Considering the short notice the organisers had after the Vallelunga round was cancelled, the entry was quite tasty. A few 2 litre cars were attracted to Spa but the usual front runners made the trip to Misano. Looking for a second victory to add to that at Ricard were the Red Rose Racing Team with the same two B23s for John Burton and Lepp. The cars were unchanged and both were relying on the same Alan Smith 1900 cc FVCs now driving through FG400 gearboxes which had arrived since Ricard.

HEZEMANS had three of the 2 litre Abarths for Nanni Galli, Dieter Quester and Jean-Claude Andruet, the French rally man looking for more circuit experience. Galli was in a new 270 bhp car whilst Quester was using the Ricard car which should have been Andruet's. Jean-Claude was thus mounted in last year's car with the engine giving about 10 horses less and somewhat peeved at the Italian set-up.

The Barclays International team had come straight from their good showing at Magny-Cours with the unchanged Lola T292s for Guy Edwards and Jim Busby. Jim was having his third European outing and first one in the 2 litre championship, and was sporting one of the two Cosworth BDG engines present. Guy was as usual relying on the Chevy-Vega in the works car, hoping for more reliability. Hire International/Scuderia Montjuich were on hand with two Chevron B23s for Jose Juncadella and Jorge de Bagration. The former was a new monocoque which Hire's team manager, John Cornforth, had picked up from Bolton. Chevron seem to be unable to supply the remaining parts and the car was very much

a hack with bits and pieces off the old car, an old FT200 gearbox and an exhaust system lent by the Barclays team off a Lola! Bagration was running the ex-Hanson Springbok car now brought up to B23 spec. Both cars were using 1900 Smith FVCs, with Dave Whitehurst from the Derby firm having a rare Continental trip to see that all was well.

Five March BMWs were in the paddock. Toine Hezemans had the Voxson-sponsored works car and had been at the circuit most of the week for testing, which came to naught when the input shaft to the gearbox sheared. A replacement was flown out but only fitted on Friday. Gabrielle Serblin had the Pagnossin car he shared with de Adamich in the Monza 1000 kms and Trivellato had two cars for hillclimber Mauro Nesi and wealthy privateer Cosimo Turzio. Finally there was Canadian newcomer Herbert Kuehne with a new car on rent-a-deal basis and entered by March.

Manfred Mohr arrived on the Saturday with the very new AMS Tecno just screwed together the night before and sporting a flat 8 engine—in fact a flat 12 with end cut off, while his team-mate Irelis Ceruill had last year's car with an 1890 cc motor. Chris Craft was in the Crown Racing Ltd Lola T292 with around 280 BDG horses from Cosworth, unchanged since Ricard.

Frenchmen Fred Stalder and Jack Henry have teamed up with a couple of last year's Lola T290s, the former ex-Swiftlick and Henry's ex-Bonnier and were running 265 bhp 1850 cc FVCs. The entry was completed by your old friend "Pal Joe" in another Lola T290, Mario Casoni in a Raymond, who disappeared without trace after Friday's practice, Stefano Buonapace in a 1600 cc Tondelli Chevron B23, a pair of Dallara 1300s for Tesini Danilo and Giuseppe Piazzi and finally a roadgoing Alfa TZ

for one Valterio Ottorino. There was to be a 113% qualifying to get on the grid so the last few were probably going to be out of luck for a run.

## PRACTICE

The organisers were really going out of their way to make the race a success and three hours each on Friday and Saturday afternoon were put aside for official practice. Edwards and Craft set the pace. The lap record stood to Arturo Merzario in the Abarth at an inaugural meeting here last year; his time over the delightful 2071 mile circuit was 1 m 18.5 s, 94.98 mph. The two Lola drivers spent some time setting up, but into the second half of the session the Barclay Lola was really moving round and Edwards overdid it at the corner before the pits. It was a small spin but Guy came in for a check to find his pit had clocked him at 1 m 16.9 s which the timekeepers made 17.1 s. It was good enough for quickest of the day just 0.1 s quicker than Craft in the other Lola. The oil was getting rather hot in Chris's car and the oil cooler was mounted above the passenger seat for Saturday like the Barclay's cars. Gear ratios needed changing on both cars and Edwards was due for an engine change too, his Friday unit having done Magny-Cours. So for Saturday, times in the mid 18 s were expected and the challenge was laid for the Abarths, Chevrons and all!

The two Red Rose cars were next with Lepp a second slower than Craft at 1 m 18.2 s and Burton on 18.6 s. Handling was the team's big headache with neither car too stable. Various combinations of spoilers were tried at the front and even 12 lbs of lead to get a bit more down pressure. The side spoilers were discarded as the cars were less stable in a straight line, although Burton kept two smaller ones on each of the front corners. Burton's engine was changed for Saturday for a 1930 Smith special and although the engine was fine the handling problem continued.

With his new engine installed on Saturday—another experimental block from Vega—the front roll bars changed and the suspension tuned up, Edwards was well in command lowering his time to 1 m 16.6 s or 102.45 mph. Craft had to work a little harder but he too got below 1 m 17.0 s to plant Lolae first and second on the grid.

On Friday the Abarths never really got going. Quester was having handling problems in the car Merzario used at Ricard and the rear anti-roll bar was changed for a stronger one. The engine was also rather tired, pulling 500 revs less than Galli down the straight. Quester also had the inlet manifold changed and on Saturday he recorded 1 m 18.2 s, a second quicker than his Friday time to slot into sixth on the grid. Galli was quite tweaked up on Saturday capturing third place in 1 m 17.3 s, an improvement of over 2 s for him. Andruet did not arrive until Saturday and he was palmed off with the old car. First he did not have a battery and when he did get going, the gearbox was playing up with second and third not always there. This caused him to spin mightily after the pits and dampen his enthusiasm, but he was credited with 1 m 19.2 s.

Hezemans was quickest of the Marches, slotting in next to Galli with a 1 m 18.0 s but not at all happy. The new input shaft was fitted on Friday but the Dutchman had little time for serious practice stopping for some time on the circuit when an electrical wire disconnected. The car ran a modified nose with a scoop built in unlike the others who found an extra 1½ s by tacking on a new profile nose similar to the design of the new body shape which should appear soon. Hezemans also found 1½ s by ballasting the car with 20 kilos of lead and changing the weight distribution. Another handicap seemed to be the lack of tyres from Goodyear and the car was running an unsuitable FI mix. Gabrielle Serblin was 0.6 s slower in the Pagnossin car having suffered from a mysterious misfire traced to a mixture problem. The Trivellato Marches were halfway down the grid along with Canadian Bert



Kuehne. This gent will be doing the remainder of the series, Le Mans and a few other events with a rent-a-car. For his first outing in Europe and first time in the car he did well to get down to 1 m 20.8 s.

The Spanish pair of drivers were not too happy on Friday. The Hire boys had worked hard to get the new car ready and were still adapting it when practice got under way. Juncadella did a few laps in the car of Bagration to learn the circuit on Friday. On Saturday he got down to 1 m 19.3 s to the Prince's 20.8 s after complaining of very bad understeer. As with other Smith engine users, Jose was very pleased with his 1930 FVC as was Bagration with his 1900. A change of ratios found Juncadella some more revs whilst his team-mate twiddled his thumbs for a while when the metering unit for the injection packed up.

Jim Busby in the second Barclay Lola T292 was dogged with the same problem. On Friday he did just three laps before the unit seized. The drive also sheared and things looked gloomy as a spare was not available. A good mechanic is never beaten though and one of the boys welded the cable together. Jim was getting wound up again on the Saturday when the unit seized again so he had to be content with 1 m 19.8 s. Luckily the drive did not break and a new unit was borrowed from Keith Greene and the Crowne Team. A slight misfire at the top end was traced to some muck in the fuel system and subsequently removed.

The French pair of Stalder and Henry who picked up a third and sixth at Ricard did not arrive until Saturday, but they pedalled the older Loas round in 22.2 s and 23.1 s ahead of the other T290 of "Pal Joe" and the Tondelli engined Chevron of Stefano Buonapace.

The AMS pair were also late arrivals and although Cerulli managed to get quite wound up in the Ford-powered car, Manfred Mohr was having teething troubles with the Tecmo-engined job. He could never get more than a couple of laps at a time with a severe case of overheating. The problem was quite mystifying but seemed to occur in the piping. The engine acts as a stressed member and is rather complex utilizing various F1 bits. A winter test programme has produced a reliable 300 plus bhp and the team hopes to have a newer design soon incorporating some more reliable mods. Although he qualified for the grid, Mohr reluctantly had to withdraw the car with the overheating problem baffling the team. The bogey time for qualification was 1 m 28.4 s so the two 1300 cc Datsuns, an Alpine and the very slow Alfa went home.

## RACE

A sea mist hung around the Autodrome during Sunday morning and another untimed session was granted to check that any changes were all in order. With everyone reasonably happy the grid lined up for the first thrash at two-thirty, with 20 cars. As the pace car pulled in from the rolling start it was Edwards who beat Craft into the right hander just after the pits with Hezemans looking for a way through down the middle. Wafting down the back straight the blue Lola had already pulled well clear but Galli was slowing. He came into the pits the second time round along with John Burton. Galli had tried taking the Red Rose man on the grass and lost his car completely, spinning into Burton and cracking the rear subframe of the Chevron in the process and giving it 5 degrees negative camber on the rear wheel! Galli's excuse was that the gearbox had packed up, but one way or the other it was a rather wild manoeuvre. Back in the race though Edwards was pulling relentlessly away. On the third tour he had 8 s over Craft who was being pushed really hard by Hezemans and Gabrielle Serblin in the Pagossin March BMW. The trio were pulling away from Lepp in fifth spot who was in turn pulling away from Quester and Cerulli, the latter going very well in the AMS. Andruet was clocking on all alone and was followed after a short interval by a big gaggle in the

order Nesti, Juncadella, Turizio, Busby, Kuehne, Bagration and Stalder. Pal Joe was in the pits and Henry had blown his motor.

Busby was going great guns and picking his way through the gaggle ahead when the timing belt came off and he retired with bent valves. Kuehne was another doing great things in his European debut, performing admirably in a scrap with the two Spaniards after Busby dropped out. The pressure on Craft was enormous and Hezemans had slipped by on lap 4. Chris was then pressured by Serblin until the Italian found his way past seven laps later. Toune had pulled away in the meantime but Serblin went after him in no uncertain fashion. The hardworking Red Rose mechanics had patched Burton's car up and after a couple more stops he rejoined for a few more laps but way out of contention. Lepp was still going strongly in fifth and pulling away from Quester who had Andruet hauling him in. Bagration was next up and pulling away from Juncadella and Kuehne who were having a private go. The latter pair both lost second gear and were holding third in place, so they were evenly matched.

Out front Edwards was having no trouble but Craft appeared to be dropping back. Serblin was really performing well and he took Hezemans on the 14th tour. Around the halfway point these three closed up again. Craft retook the Dutchman and was right behind the other March once more. Then Craft was back to second. Serblin had come to a standstill with another input shaft sheared in similar fashion to Hezemans, whilst the latter was slowing with the rubber rolling off the inner shoulders of his soft Goodyears. He had also lost second gear and was suffering with overheating brakes—a March complaint also affecting Kuehne. From then on Craft had no more trouble and towards the end it looked as though he might catch Edwards. With five laps to go he was 9 s behind the works car and after 40 laps it was just two. Edwards had eased off a little for the oil flag. Nesti spraying the track round its entire length, but with the use of his clutch which turned out to be a disintegrated diaphragm. Three half a minute behind Craft came Hezemans with his tyres badly blistered, gear and brake troubles. Lepp nearly got him being just 2½ s behind. Quester was fifth a long way down and the last runner not lapped. Andruet disappeared when the gearbox broke and the priming Kuehne had lost ground with his lack of gears and then no brakes. The AMS had retired halfway through and Burton stayed in the pits after the 14th lap. Nesti, Bagration and Juncadella were next home all a lap down and a little spaced after their earlier scrap.

Only 10 cars made it to the grid for the second heat. The Barclay mechanics got about changing Edwards' clutch in record time, and got the job finished just in time, so Guy took up pole position for the second time, the grid order being the finish of heat one. Craft had no problems and Hezemans was now running the same compound Firestones as Edwards and Craft, as there were no other Goodyears available. Cooling ducts were fitted to Hezemans' rear brakes and on Kuehne's car to try to give them a little more stopping power. Quester had lost fourth gear and was down on revs but back in the fray got his heat. Tony Galland's lads had ferried Burton's car as best they could to make it a runner and Lepp's problem from the previous heat—a duff injection unit was fixed. Bagration's car needed little attention so the Hire lads fussed around Juncadella's Chevron trying to give him his missing gears and removing a front spoiler which probably would not make any difference.

Once again it was Edwards who made the best start, but this time Hezemans squeezed in front of Craft followed by Quester, Nesti, Bagration, Kuehne, Burton, Stalder, Juncadella, Buonapace and at the back John Lepp. John had had a little incident with Quester at the start when he tried to squeeze past the Austrian and had taken a quick trip into the boonies. Edwards wasn't having it so easy this time though with Hezemans right up his chuff. Craft and Quester were right with them, but by lap three the latter two were

dropping a little. A long gap was opening up to Bagration scrapping furiously with the March of Nesti, then another gap back to John Burton a little in front of his team-mate who had sliced through the tail. Stalder, Kuehne and Juncadella were running together and Buonapace brought up the rear. Nesti passed the Spanish Prince a lap later and Edwards seemed to be pulling away from Hezemans who had Craft up with him once more. Nesti was beginning to motor rather well and Quester was his next target but he settled a few laps later without making much more impression. The Red Rose pair were sailing round in company and had dropped Bagration some way behind with Stalder and Juncadella still further back.

Out front Edwards was revealing his first heat exhibition but it was clear that Hezemans was in trouble. He had lost the clutch pedal which would not return and then a brake line fractured at the rear causing a small fire which had everyone hopping around. The Dutch flyer trickled slowly on to a grass verge where the marshals doused the rear in powder. Craft had also lost his clutch but now he was in a secure second place with Quester a long way back in third. The blue Red Rose pair were moving steadily up in company with Lepp moving ahead of Burton on the 11th tour. Five laps later Lepp had taken Nesti and the ailing Abarth of Quester and was up to third but a long way behind Craft who was in turn 10 s down on Edwards looking as though that elusive victory was finally in sight. The Abarth sounded woolly and sure enough Quester dropped back, settling progressively slower.

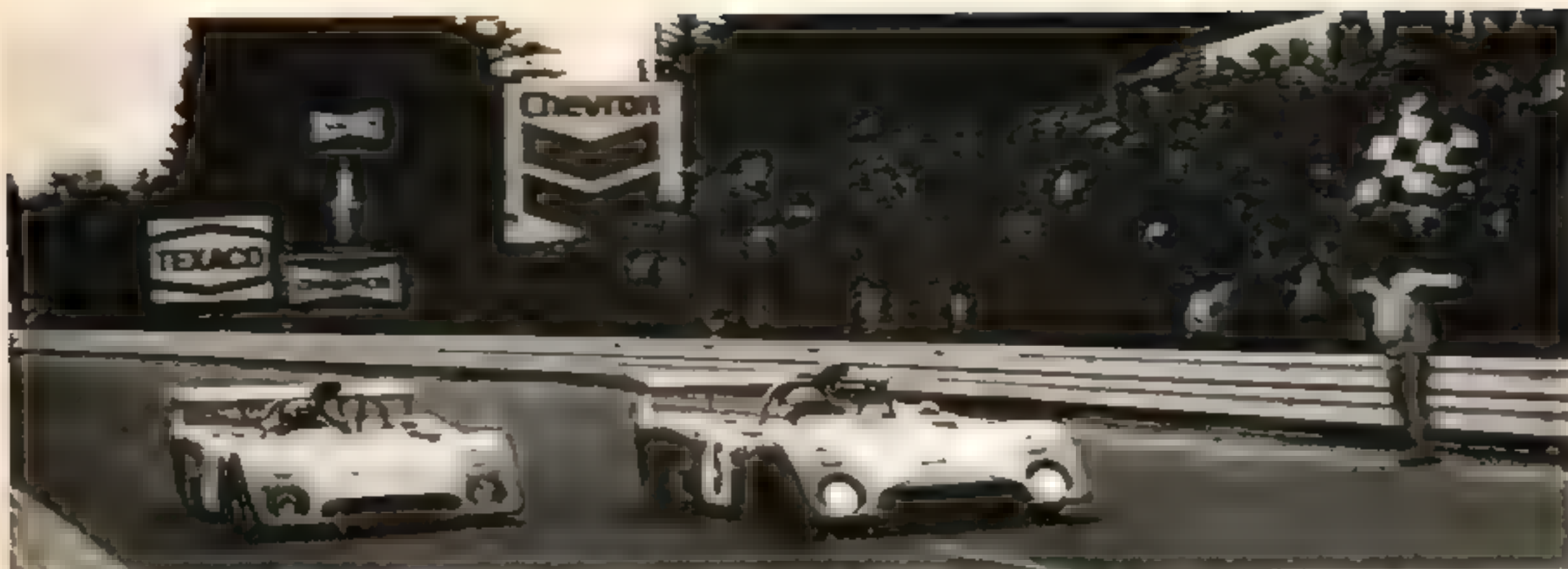
Race interest was waning at this point and it only remained to be seen whether or not Edwards could grasp that win. The two Chevrons could hardly catch up on Craft and once Burton was past Quester, he slowly caught back up with his team-mate.

Nesti enlivened things with a quick spin and dropped himself some way down, otherwise he too might have taken Quester. Bagration who had been going steadily up to this point made a quick pit stop when some balance weights fell off a front wheel. A new wheel was fitted and he was sent on his way. He stopped out on the circuit after another couple of laps with handling problems.

With six laps to go Edwards was comfortably ahead of Craft with about 10 s in hand, Chris in turn being some 22 s ahead of Lepp with Burton now just behind. On the next lap Craft had gained on the blue Lola which had a trace of smoke hanging round the rear. And the back heavy went and Craft appeared in front. Edwards came slowly parked on the grass with no oil pressure. The block had cracked through the filter housing! Craft reeled off the remaining few laps to record his own first International win for a couple of years. Burton moved ahead of Lepp with a couple of laps to go but his softer compound tyres were bald in parts. A long way behind came Quester followed by Nesti and Juncadella a lap down. Edwards again had fastest lap, this time 2 s slower, but it was no consolation after having dominated the proceedings and then lapped out by a few laps. Kuehne stopped very early on when the metering unit timing belt slipped and Buonapace was never in contention at all. Stalder was the remaining finisher, also a lap down. Overall Craft of course took the laurels with Lepp and Quester next up. One lap behind, Nesti was fourth trailed by Juncadella and Stalder. Edwards was classified seventh.

Trofeo Ignazio Giusti			
Autodromo Salsomaggiore, Modona, Italy, May 6			
European 700 cc car championship round 2			
Aggregate result of two 40 lap heats			
1. Chris Craft (Lola T292), 1 h 46 m 18.8 s, 157.490 kph			
2. John Lepp (Chevron B23), 1 h 47 m 29.0 s			
3. Dieter Quester (Abarth), 1 h 48 m 03.0 s			
4. Mauro Igo (AMS - BMW), 79 laps			
5. John Juncadella (Chevron B23), 78 laps			
6. Henry Stalder (Lola T292), 77 laps			
7. Guy Edwards (Lola T292), 75 laps			
Fastest lap: Edwards, 1 m 17.9 s, 161.191 kph			
Part 1 (40 laps): 1. Edwards 52 m 43.0 s, 158.787 kph			
2. Craft 53 m 45.0 s, 3. Tony Hezemans (March BMW), 53 m 15.3 s, 4. Lepp 53 m 17.7 s, 5. Quester 53 m 4.7 s, 6. Nesti 39 laps, Fastest lap: Edwards, 1 m 17.9 s, 162.791 kph			
Part 2 (40 laps): 1. Craft 53 m 33.8 s, 156.262 kph			
2. John Burton (Chevron B23), 54 m 03.5 s, 3. Lepp 54 m 11.3 s, 4. Quester 54 m 2.3 s, 5. Nesti 54 m 35.2 s, 6. Juncadella 39 laps, Fastest lap: Edwards, 1 m 18.1 s, 160.778 kph			





Checkered flag for a Gulf Mirage 1.2. Derek Bell's winning car is number 5 with Vern Schuppan in the second placed number 6 Matra.

## SPA 1000 km

# Bravo Gulf Mirage!

Story and pictures by JEFF HUTCHINSON

Mike Hallwood/Derek Bell formed a winning combination at Spa-Francorchamps last Sunday when they took their Gulf Mirage M8 to a textbook victory over the faster car driven by Howden Ganley/Vern Schuppan, which was delayed by an early puncture. The opening pace was set by Henri Pescarolo in the Matra M5670 but his lead lasted only 11 laps before he pitted with a chunking front left tyre, something which kept the car out of the picture twice more until it eventually finished fourth. Pescarolo set a shattering new lap record of 3 m 13.4 s, an average speed in excess of 159 mph.

After Pescarolo's troubles the challenge was taken up by Jacky Ickx/Brian Redman in the leading Ferrari 312P, Ickx leading at the half way stage when the gearbox seized up after a union on the oil cooler had come adrift. The same thing happened to the second Ferrari of Carlos Pace/Arturo Merzario, but this was able to continue without all its gears and finished fourth overall behind the Matra. The two BMW A-pinas entered at this race took seventh and eighth places overall and headed home George Folger, Reinhold Jost in the leading GT class Martini Porsche Carrera RS.

The weather stayed dry and the large crowd had plenty of action to keep them amused. Unfortunately the new Alfa Romeo flat-12 cylinder car was a non-starter after a very encouraging practice session. It was badly damaged when Andrea de Adamich hit the guard rail after the tread had thrown off the rear left tyre.

## ENTRY & PRACTICE

With the GPDA backing this fine road circuit, it looked as though the number of top line cars at the 1000 km race were going to be rather restricted because of the lack of men to drive them. Instead the entry was better than ever with some welcome new cars and faces making their first appearance at a long distance sports car race this year. Spa is not only the fastest racing circuit in Europe but is also one of the most beautiful, twisting its way through 14 km of the Ardennes pine forests. To the drivers, however, the scenery is little more than a passing green blur as they lap at average speeds of around 160 mph in the 3 litre prototypes. All the corners but for the hairpin before the pits and the esses after them are fourth- or fifth-gear sweeping curves. Thus a brave driver can gain a couple of seconds difference between pole position and a second row place by simply screwing up his courage to keep his right foot hard down where other people are lifting.

Two such drivers are Brian Redman and Jacky Ickx, partnered together in the No 1 Ferrari 312P again which was set up to the same long tall specification as Monza. The only change to the Ferraris was that they both had their batteries mounted up front. On a circuit like this, the driver counts for more than the car, Ickx underlining this fact when he overcame the proven superiority of the Matra chassis by taking pole position with a shattering new outright circuit record on his home circuit. An achievement which brought a wide grin to his face and obviously meant a lot more than just another record. He did 3 m 14.0 s in Thursday's practice session, which bettered Jo Siffert's Porsche 917 record

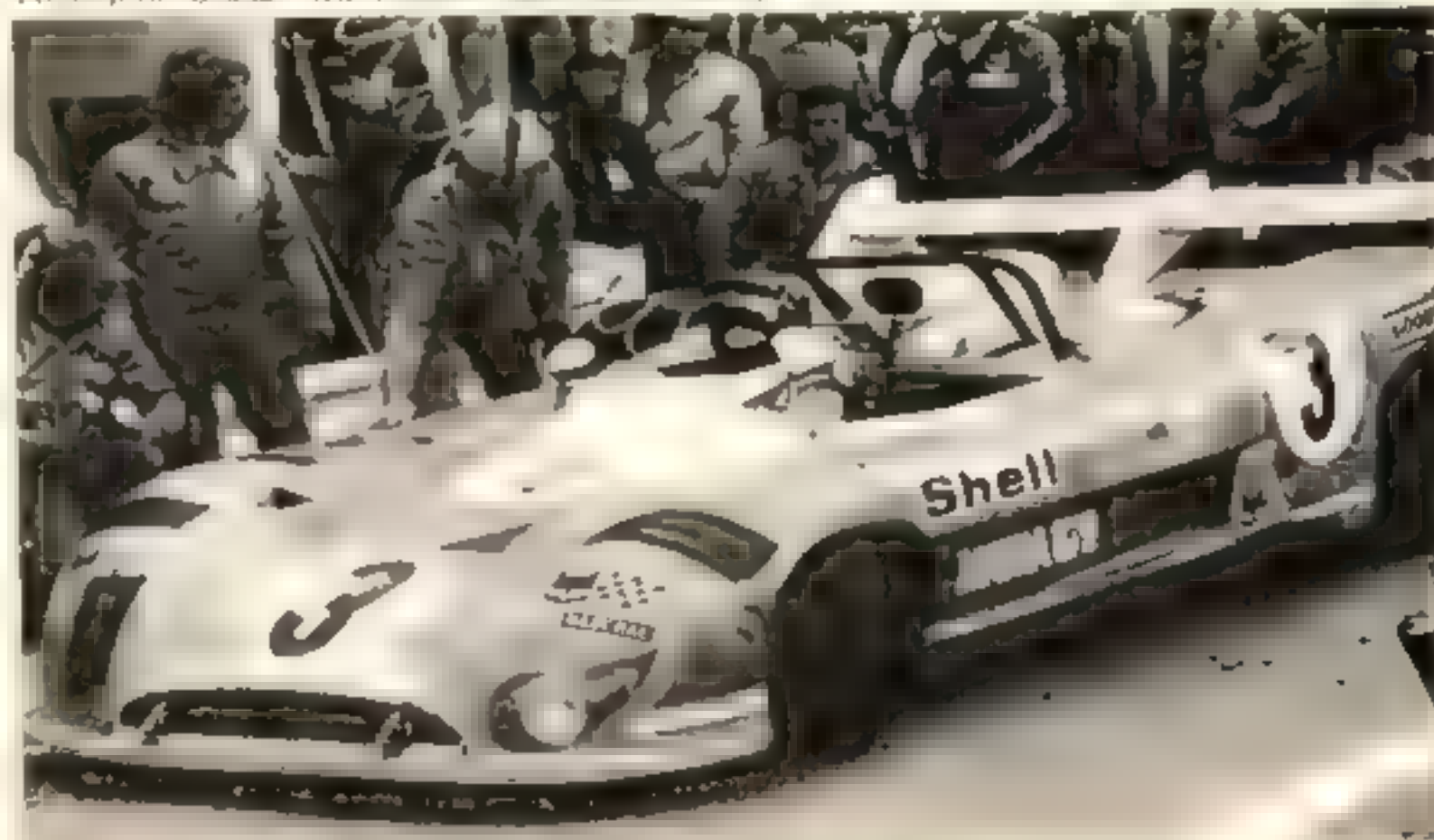
by .6 s and had everybody's eyebrows raised. But then he came back on Saturday and went around in 3 m 12.5 s announcing that there was still more to come. Redman had not arrived from his Riverside victory by the first day's practice but went out in the second and also set a good time which was overshadowed by Ickx's effort. Matra had their two Monza

cars on hand, but because of their "stars" dislike of the circuit and their GPDA commitments, Francois Cevert and Jean Pierre Beltoise were not driving the usual No 1 car. It was expected that only one car would arrive, but after their Monza defeat, Matra must have decided they really needed the extra insurance, and sent a second car to Spa. As it was being an all French effort this year they hired Chris Amon and Graham Hill for the second car. It was just as well for after a promising start on Thursday with Pescarolo setting a quick 3 m 17.7 s and Amon 3 m 18.7 s Friday did not go at all well for the French camp.

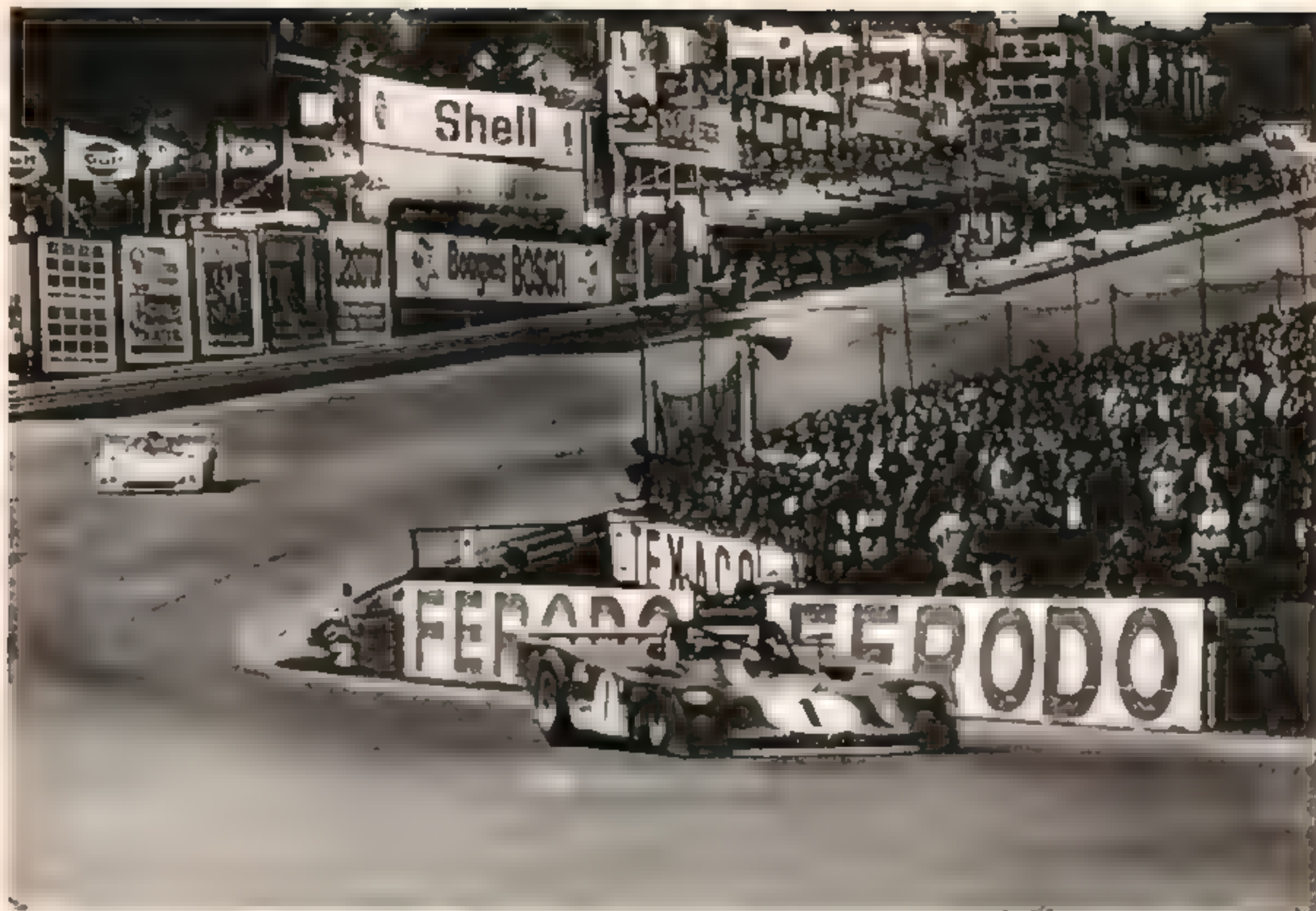
With Larrousse at the wheel driving almost flat on fifth at the famed Masta kink the engine suddenly let go and in the flying debris an oil pipe was severed, the efficient Matra pump jettisoning the entire oil lead over the hot exhaust system in the time it took Larrousse to realise what was going on. The oil immediately ignited and then came to rest in a sheet of flame which the car's extinguisher could not cope with and which was finally put out by nearby marshals. By this time all the wiring, seating, body panels and piping had been severely damaged and it looked as though the car was out of the running although the mechanics immediately drove to Paris to see if it could be rebuilt in time.

Pescarolo moved into the Amon/Hill car and in the final session just a few minutes before the end of the race when the air was cooler and the track almost empty 'Pepsi' really showed just how brave a driver he is and

Pit stop for Graham Hill's Matra which later blew up.







Jacky Ickx's Ferrari leads Vern Schuppan's Mirage in pursuit of Pescarolo's Matra.

turned in two very fast laps, the best being 3 m 13.5 s which secured a spot on the front row for the Matra. Should the other car not be ready for the race it looked as though Amon and Pescarolo would be paired in the remaining car.

Third quickest after very few laps on Friday was Carlos Pace, paired in the second Ferrari with his usual co-driver, Arturo Merzario. Pace had really achieved something with a 3 m 15.4 s on his first visit here and then said had it not been for all the slower cars getting in his way when he set the time early on Friday he would have gone quicker. Merzario had only managed 3 m 20 s on Friday, which was still good and considerably better than he had managed last year and when he saw Pace's time he showed his feelings by doing one lap and then coming in to the pits and saying the car was handling terribly, got out and went back to the hotel.

Fourth place on the grid was taken by the first of the two Gulf Mirages before the beginning of a lot of drama for the Gulf equipe. Hailwood set a 3 m 16.2 on full tanks on Thursday, but on Friday his car was plagued by oil problems when a new type of scavenge pump was fitted. Apparently it was a slipping scavenge pump clutch which finally parked up during Friday afternoon and Schuppan, who had jetted straight back from Japan for this race, had to be towed back to the pits with no oil pressure. In the few laps that he had tried the car he had set 3 m 27.3 s which was another good effort for a first time try.

The second Gulf car headed the third row, again with a Friday time. Bell set 3 m 17.6 s but when Ganley tried the car on Friday he managed only a few laps before the engine blew up and the car was out for the rest of the day. The cars were numbers 04 and 05

for Hailwood and Bell and, other than spring rates, were about the same. It had been discovered after Dijon that the cars went much better with harder springs, Hailwood's on 25 lb harder and Bell's 70 lb which was too much. Unfortunately only one set of 25 lb was available, so Bell was "making do" with the soft, original springs.

The next car on the grid was to have been the long-awaited new Alfa Romeo T33TT '3 with the flat 12 cylinder motor. The chassis was a modified steel tubular version of last year's car and the engine both looked and sounded like the Ferrari unit. Inboard rear brakes were being used like the Ferraris.

According to the spec sheet issued, the car was everything it should be: the right weight, power (a claimed 450 bhp, which seemed a little on the conservative side) and wheel sizes were like the Matra and Ferrari. The car still looked as ugly as ever, but obviously it cannot be too bad a chassis design, for with the new engine Stommelen managed 3 m 17.7 s before disaster struck the Alfa pit halfway through Friday's practice. De Adamich was exiting Stavelot, a fast right-hand fourth gear corner, on the far side of the circuit when all the tread chunked off the left rear tyre. He spun and ended up backwards in the Armco, which damaged the chassis sufficiently to make the car a non-runner for Sunday's race, despite a free day for repairs on Saturday. By Saturday lunch time the Alfa crew had packed up and left for Italy, which was ill-deserved bad luck for the team after all their previous dramas just to get the car built.

Next on the grid was marked for the Gitanes-entered Lola T282 for Jean-Louis Lafosse partnered with Hughes de Fierlant after Wisell had decided to go to Pau for the F2 race. This car was to be withdrawn from the race, anyway, when it was heard that one

of its sponsors, George Filippinetti, had died of a heart attack. But it withdrew itself when it took a nosedive into the barrier and crunched the front with Lafosse driving. He had been flat in fifth gear on the long "straight" coming back to the pits when the left rear suspension rose joint broke where it connects with the bottom of the upright—exactly the same failure as at Dijon.

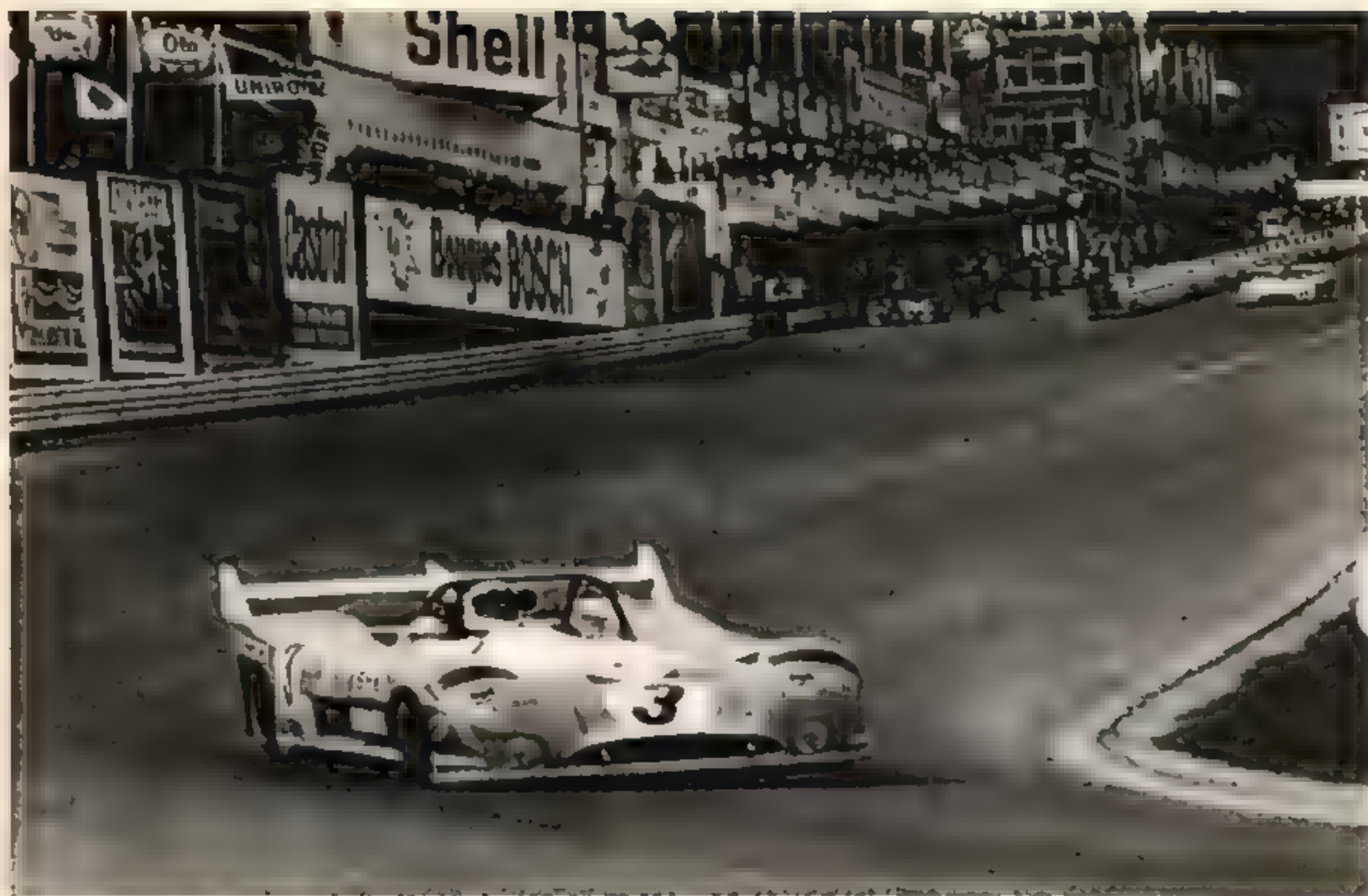
Lafosse managed to scrub off most of the car's speed before it hit the barrier and the damage was not as bad as it could have been, although the car could not have been repaired for the race even had they wanted to. Apparently a new car is being readied in England and will presumably carry some significant design modifications. Lafosse's best time before the accident had been 14 s slower than Bell's best with a 3 m 32.6 s.

With the 3-litre cars occupying the front rows of the grid it was the 2-litre cars which fought for the next places. John Hine putting the new Ember Racing Chevron-Smith B23 on to the head of the fifth row with 3 m 37.6 s in the car he was sharing with Bob Howlings. Next came the Peter Humble/Martin Raymond Chevron B23 which Raymond had taken around in 3 m 40.2 on Thursday but which had been off the road on Friday after Peter Humble, his co-driver, had over-revved the car. The team played safe and changed the big end bolts.

Next up was the first of the two BIP Lola T292s of Jorge Pinhol Carlos Gaspar, Gaspar setting 3 m 44.7 s. Driver of the second BIP Lola, Carlos Santos, had had the honour of giving Bell the fright of his life on Thursday. He went into the Masta kink flat to find the Lola crawling along the middle of the road and had to brake and managed to slide the car past sideways to avoid hitting him and going off the road.

The Chevron B21 of Peter Smith/David





Chris Amon's Matra finished third behind the Mirages, partnered by Pescarolo and Larrousse.

Wetpion did 3 m 48.1 s before the car was parked up the barrier at Les Combes after a rear tyre went flat. After all day repairs on Saturday it was able to make the race. Next came the quicker of the two Martini Porsche Carrera RSs, the George Follmer car which he was sharing with Reinhold Jost. Its drivers, however, became Gus van Lennep Herbert Muller who decided they wanted this car which was running as a prototype with the extra moulded rear spoilers as seen a Vallelunga.

They did 3 m 53.7 s, which was considerably quicker than the other car running as a G4 entry. It was worth noting, however, that the 3-litre Porsche Carrera lapped a fraction slower than the 3 litre saloon record set up on the Saturday when Niki Lauda did 3 m 52.6 s in a BMW and Jochen Mass just about the same in his works Capri. In fact it was a saloon that stole the next place on the grid, with the BMW Alpina entered car of Hans Stuck setting 3 m 54.2 s.

John Fitzpatrick was the leading G4 driver and the next on the grid with his Kremer entered Porsche Carrera RS. He set 3 m 54.4 s and was to share again with Paul Keller as usual. Clemens Schickentanz set 3 m 57.2 s in his similar car while Roger Heavens' updated Chevron B21 came next with 3 m 57.3 s, although Heavens had been bothered all day with a misfire problem. The only other car to break the 4 m barrier was the second BMW Alpina of Niki Lauda Brian Muir with 3 m 58.8 s.

The Spanish driven "hire" Chevron B21 of Brian Robinson's was in the hands of a couple of unknown Spanish drivers but was withdrawn from the race after one of them had over-revved the engine and bent a couple of valves. The next car therefore was the Follmer/Jost Carrera which Follmer got around in an unhappy 4 m 1.3 s, saying the car scared him to death.

The only 2-litre Abarth seen at this race was a works-attended 2-litre prototype for two

more unknown drivers, Melville and Bonjoch, who set a best of 4 m 2.8 s. Thirty-one cars eventually got into the race with the cut-off time 14 m 17.3 s letting in the Chevron B31 of Ian Harrower James Bell. Their car was fraught with engine troubles on Thursday which manifested themselves in three dropped valves. Fortunately Martin Raymond was able to hire them a spare motor which was fitted in time for the race after a lengthy change to transistorised ignition which Raymond's motor was set up for.

Leading grid positions	
1. J. F. PATRICK	3. M. SCHICKENTANZ
2. J. F. PATRICK	4. J. F. PATRICK
5. J. F. PATRICK	6. J. F. PATRICK
7. J. F. PATRICK	8. J. F. PATRICK
9. J. F. PATRICK	10. J. F. PATRICK
11. J. F. PATRICK	12. J. F. PATRICK
13. J. F. PATRICK	14. J. F. PATRICK
15. J. F. PATRICK	16. J. F. PATRICK
17. J. F. PATRICK	18. J. F. PATRICK
19. J. F. PATRICK	20. J. F. PATRICK
21. J. F. PATRICK	22. J. F. PATRICK
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## RACE

Despite the late 2 pm start for this race, spectators were already pouring into the circuit by 9 am with only a short 30 m warm-up session to keep them amused before the start. Matra had managed to get their car repaired in time the car little like the original after a new body, engine, wiring, etc had all been fitted.

As the cars lined up for the grid Hailwood was in trouble—in more ways than one. He had somehow managed to depress the fuel overflow valve with his rear end while resting on the car waiting for the time to get in. In a flash a small quantity of the 120 litres of fuel had found its way into his Y-fronts with no time to go and change them. To try to minimise the discomfort of petrol

burns somebody had the idea of pouring milk down his pants to neutralise the petrol, and if that was not enough, the car refused to start. Mechanics rushed over to give the car a push start just as the flag was about to drop. Hailwood started straight from the push while his mechanics were left facing the remainder of the 26 cars on the grid, all dropping their clutches and itching to go. The Gulf men had never moved so fast in their lives as they did off that grid.

At the start it was Pescarolo who slipped ahead from 10th with Hailwood, Pace, Amon and Bell right behind. By the end of the first lap they had sorted themselves out, Pescarolo three or four hundred yards ahead, obviously much happier with the Amon Hill car now that it had been made to fit him better. This car was also running the Hewland gearbox set-up compared with his own repaired car still on ZF.

10th was second with the remaining 3 litre cars all line astern. Then, suddenly, came the long gap to the 2-litre sports cars, Hine leading the rest by a good margin. Already cars were in trouble. Raymond was out after the warming-up lap when his engine lost its flywheel. Fitzpatrick was out on the first lap with a broken engine after a rocker arm stuck down while the Kautz Krebs Ford Capri stopped for the first of a record number of stops with metering unit troubles. This ill-fated car finally met its end at Stavelot later in the race when it had a huge accident coming out of the corner and wreckage and flames from burning fuel were spread everywhere. Fortunately the driver was more or less OK although the car was well damaged. The Bell Harrower car was another early retirement when the clutch and starter ring gear broke.

Next time around Pescarolo was a bit farther ahead of 10th, who had been joined by Hailwood with the other three cars separating themselves behind. Hine's 2 litre class lead was short lived when he stopped



at the pits and lost a couple of laps having the gear lever in his hand fixed back on to the car. This left Smith doing with Gaspar in the B.P. Lola. Pescarolo was really flying. Unlike his practice performance, Ickx could not hold the flying Frenchman who was pulling away at the rate of around one second per lap.

Lap 4 suddenly saw Hailwood out of the picture in a dramatic way when a front left side tyre exploded at 185 mph in the Masta kink. Hailwood managed to keep the car on the road in a straight line and he limped back to the pits a few pounds lighter than when he had left. Schuppan took over and Hailwood went to change his driving suit and treat his already painful petrol burns. The Mirages had started the race on intermediate pattern Firestone rubber of normal, harder slick variety compound. One of these had failed in Thursday's practice in the same way so despite the fact that the drivers preferred the intermediate pattern all the Gulf tyres were hurriedly changed for normal "bald slicks" in case there had been a production fault in this special batch.

Lap 7 saw Pescarolo with a new outright circuit record of 3 m 13.4 s to his credit which was to stand as fastest lap of the race as he continued to move ahead, 11 s clear of Ickx who was in turn 12 s ahead of Pace. Amon was a further 15 s behind having a hard time holding off Bell who eventually went ahead on lap 8. The action continued fast and furious and on lap 11 Pace was in the pits for more fuel rather early and then lost a whole lap on the leaders while he tried to start the car another battery eventually having to be plugged in.

The lap also saw Pescarolo's lead dwindle slightly while a lap later it was Ickx who came streaking into La Source first. Pescarolo came slowly round behind and went into the pits with his front left tyre chunking. A quick change saw him back on the track before long but not before losing another place to the Amon Matra which had got by Bell when he stopped for fuel.

Ickx waited until lap 14 for his stop, as did the second Matra. It was a very unenthusiastic Ickx who arrived in the pits and surprisingly handed straight over to Redman who roared out of the pits still in first place. Amon continued in third place when Pescarolo went ahead again. Bell held fourth almost a lap clear of Pace and Schuppan who were closing the gap. Gaspar was still leading the 2 litre section from Smith while the third pace car of Heavens was in the pits for good with a broken fuel line. Gaspar made a very quick stop on lap 18 and Pinhol continued still class leader. Further down the field a tremendous battle had developed between

Lauda's BMW and the van Lennep Porsche Carrera which could just about keep pace.

Pescarolo was back in the pits for another front tyre on lap 17 and it looked as though Matra's chances of another victory were fast disappearing with Redman holding a strong lead around 2 m ahead of the Bell Mirage. Amon was also in again a couple of laps later for more front tyres and the Goodyear men were looking very worried as their Valielunga problems repeated themselves, only this time to Ferrari's advantage. Pescarolo was overdue again just four laps after his previous stop and this time when he rolled into the pits very slowly there was a gaping hole in the front left side wheel arch where the rubber thrown off had gone straight through. This stop took a long time while repairs were made and no doubt Larrousse who got in the car and waited patiently for the off, was wondering why the Matras can't have quickly detachable nose sections which can be replaced in a few seconds like the Ferraris and Mirages.

Amon was back again after a few minutes and this time it was Hill who rejoined and was chased out of the pits by little Herbie Miller's Carrera which flashed by Hill as soon as the road was wide enough, all this much to the amusement of the crowd. As the race progressed things were looking good for Ferrari, with Redman holding a comfortable lead over Bell. Pace was third and the rest of the opposition were in trouble or had been delayed.

There was an uneasy lull for the next few laps as all the cars seemed to be running as planned although the gap did see a bit of drama around the Ember racing pit when Trevor Twaites brought in his car with a collapsed rear wheel bearing which had also damaged the upright. As the mechanics set about the long repair job Howlings rushed into the pits only a lap after taking over from Hine. The exhaust system had got red hot and as the car stopped the fibre glass section burst in flames before the whole area was drowned in a fog of white extinguisher powder which got everywhere.

The storm was heralded by the entire crowd standing and pointing in the direction of La Source as their hero, Ickx, rolled to a stop. The Ferrari pit waited anxiously for news which was bad. An oil union had detached itself from the gearbox oil cooler and in the brief run down from Stavelot to La Source the box had "cooked" and would not work when Ickx tried to select a lower gear.

At the start of lap 37, just over half distance of the 71-lap race, it was the Mirage in the lead which it was never to lose. Hailwood actually inherited the lead for the Gulf team had wisely paired him with Bell at

Bell's second stop, Ganley taking over Hailwood's car. It suddenly became a Mirage Ferrari duel, Pace taking over again from Merzario (who only had one brief stint at the wheel). Pace closed the gap to around 44 s before the Ferrari challenge died completely when he was in again after just nine laps. Pace came rushing into the pits with the back of the car covered in oil and the same oil union that had come off on Ickx's car dangling from Pace's oil cooler. Fortunately he had caught it before the box became completely inoperative although when Pace restarted with fresh oil in the box he only had half the gears working. One of the mechanics received a nasty gash on the forehead when the oily tail section slipped and fell on his head as he bent over the car.

By the time Pace was back in the race Ganley had gone through to make it a Mirage one-two while any chance of a late Matra challenge was dwindling when Pescarolo, who had taken over the other car from Hill, fell back with a sick sounding engine which finally manifested itself in a big blow up just before Stavelot. Fortunately the car did not catch fire this time as in practice.

Pace came past the pits waving to indicate all was not well with the box and then very nearly went off the road going up the hill at Fau Rouge. He managed to hold on to his big uphill slide, but by the time he came in to hand over the final stint to Merzario he had dropped into the clutches of Amon who finished the final two sessions in the remaining Matra. The two Mirages were shown an "ease" sign for the first time in their racing career and they both slowed to a steady pace well out of harm's way, the old days of the Gulf Porsches repeating themselves as the two cars lined up a few laps before the end to cross the finish line in formation. The Gulf team were wild with excitement and received the best reward possible for the effort.

Matra took a third place ahead of Ferrari which helped their points position while fifth overall was the Müller van Lennep Porsche Carrera which was also mistakenly credited with the GT class win. It was the second R1P Lola of Santos Mendez which finally took the 2 litre class award after the Smith-Welpton car retired with no drive and the leading Gaspar Pinhol car blew up on lap 54 after leading from the second lap. Lauda, Stuck and Stuck Muir brought the two BMW CSLs home in seventh and eighth places. Both BMWs had run like clockwork the only unscheduled stop being for Muir who came in to remove several pints of Ickx's gearbox oil from his windscreen.

Tenth overall and the true GT winner was the Folmer Jost Porsche, Folmer scoring a lucky victory after the Schickentanz Carrera RS went out with a blown engine just before the end. Fitzpatrick had joined Schickentanz shortly after his own car blew up and when Jost took over the class-leading Carreras from Folmer at the first stop, he was losing 9 s a lap on Folmer's hard earned lead. It was a very upset Folmer who restarted in third spot, worked up to second in class but stood no chance of unlapping himself on Fitzpatrick before the end. But then luck smiled down and Fitz went out with a blown engine, otherwise he would have taken the class and split the two BMWs.

See 1000 Km  
See Franco Pumps May 6  
Manufacturers Championship Round 3  
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## Bob de Jong wins Tulip Rally

Bert Dolk and Bob de Jong have won the Tulip Rally driving an Opel Ascona. Peter McDowell, also Opel Ascona, retired after a wrong slot in fog after being delayed with engine trouble. Mike Clarke, Sheraton Securities

RS1600 retired after brushing a kerb and leaving the road. Another British entry, Gavin Waugh was delayed with carburettor trouble. There were 71 starters

## Auto Speed Stages Rally

The North Humber-side Motor Club and Royal Air Force Motor Sports Association's Auto Speed Stages Rally is due to take place on Sunday, June 17. Sponsored by Autospeed Recovery Service of Hull the event will start from Hutton Cranswick near Driffield at 10 am. Before the finish in Driffield at 5 pm there will be 15 special stages, with a mileage of over 40, all on maps 98 and 99. Stage format will be a mixture of farm tracks and airfields. There will be a prize fund of £250 with a further £150 in stage awards. Regulations are available from Secretary of the Event, Ian Maxey, 11 AMQ, RAF Driffield, Yorks YO25 9HE.

## 2300 Trophy Rally

The 2300 Motor Club of Blackburn will be running their 2300 Trophy Rally on June 9/10. The event's format will be tight road sections and selectives on varying road surfaces without any car breakers. Start will be from Settle and the route covers sheets 83, 84, 90 and 91. Entries are available from Mr I. M. Grindrod, 8 Stockbridge, Stonyhurst, Nr Blackburn, Lancs.

● Eric Jackson has now left hospital, after his severe accident on the Chieftain Rally and will shortly be going abroad for a convalescent holiday. Eric would like to thank all those who visited and sent messages during his 11 days' hospitalisation.

Tom Seal is now the driver of the "Burgess the silencer people" car for an interesting programme of events this year. The 1293cc Mini-Cooper 'S' in its smart new livery, with navigators Mick Kerr from Coventry or John Platt from Solihull will be seen on the Welsh, Scottish and RAC International as well as selected RAC and Castrol/MN championship events. Highlight of the programme is the car's entry in the 1000 Lakes this August.

This is the first involvement of the Automotive Silencers Division of the Burgess Products Company Limited of Hinckley in motor sport.

● Pertti Lehtonen, who is flying over for the Welsh Rally with Finn-Air will be the subject of an HTV film produced by Eufyn Ogwen Williams for the "Sports Arena" programme. Lehtonen will be driving an Escort TC with assistance from Finn-Air.

## Circuit of Donegal — a good British entry seems likely

Twenty two non Irish entries have so far been received for the Donegal Motor Club's Circuit of Donegal Rally scheduled for June 16/17th. British entries received include Circuit of Ireland winner Jack Tordoff (Porsche Carrera), Harold Morley (Porsche Carrera), Marek Gierowski (Renault 12 Gordini), Chris Drake (Avenger Tiger), Malcolm Harvey-Ross (Escort TC), David Hardcastle (Opel Ascona) and from Scotland Drew Gallacher and Willie Crawford with RS1600s. Pace notes are

available from Marek Gierowski and Dave West at £5, contact Dave West at 32 Riffel Road, London NW2. More pace notes, produced by Sean Campbell and Peter Scott are available from Peter at 48 Stranmillis Road Belfast BT9 5AD. On the Welsh Rally, Circuit of Donegal details will be available from Austin Frazer (car 19) and Peter Scott (car 45). Regulations are available here from David Hardcastle at 41 Mount Park, Carshalton Beeches, Surrey.



## Kleber-Wheelbase Scholarship plans

The first meeting of Judges occurred recently, at which it was agreed that the scholarship would continue for its second year in more or less the same form as last year. The judges emphasised the importance that they will attach to overall performance by drivers in major British rallies and also stage times in overseas events. The observed events, which the judges emphasised will not be the sole criteria for the scholarship, will be the home Internationals plus the Lindisfarne and the Dukeries.

The judges also ruled that a winner of the scholarship would not be eligible to be awarded the scholarship for a second year but that the runners-up would continue to be eligible in any year for the scholarship award or to become runners-up again.

● Roger Lane and Les Allfrey (Hillman Hunter) have acquired sponsorship from Markhams of Reading, specialists in car body repairs. Their rally involvement starts with the Welsh.

● Mike Broad is on the air with a regular 10 minute rally feature on Radio Birmingham's 30 minute motoring programme broadcast on Saturday mornings, 95.8 vhf (206 metres medium wave).

## Ford Escort Rally Champ. positions

Positions in the Ford Escort Rally Championship at half-season, with eight events run are as follows: 1, Nigel Rockey 68 points (8 events); 2, Bob Bean 52 (6); 3, Russell Brookes 44 (6); 4, John Edwards Parson 41 (6); 5, John Barter 32 (6); 6, Andrew Dawson 31 (4). Rockey has scored on all eight events and his position wins him the second quarter's prize.

## RAC Championship

After the Granite City Rally, round 4 of the RAC Rally Championship, positions are as follows: 1, Roger Clark 27 points (3 events); 2, Jack Tordoff 15 (2); 3, Peter Clarke 8 (2); 4, Bill Taylor, Will Sparrow and Ron McCartney all with 8 points from 1 event.

## Triple 'C' places

Before the Welsh Rally, positions on the Triple 'C' Championship are as follows: 1, Richard Iliffe 34 points (4 events); 2, Bob Chapman 26 (4); 3, Reg Mullen-gier 19 (2); 4, David Ewles 15 (3); 5, Malcolm Wise 14 (2); 6, David Stokes and Richard Acres 11 (2).



Competition Car Magazine along with Normans of Slough, Main Chrysler dealers, have entered Charlie Wood and Keith Brennan in this weekend's Welsh International in a Group 2 Hillman Avenger Tiger. The car is prepared by Normans recently opened Competitions Department at Slough. Wood has already got off to a good start with the Avenger this year, having won the Three Counties Rally and having several notable seconds to his credit.



## Special stage

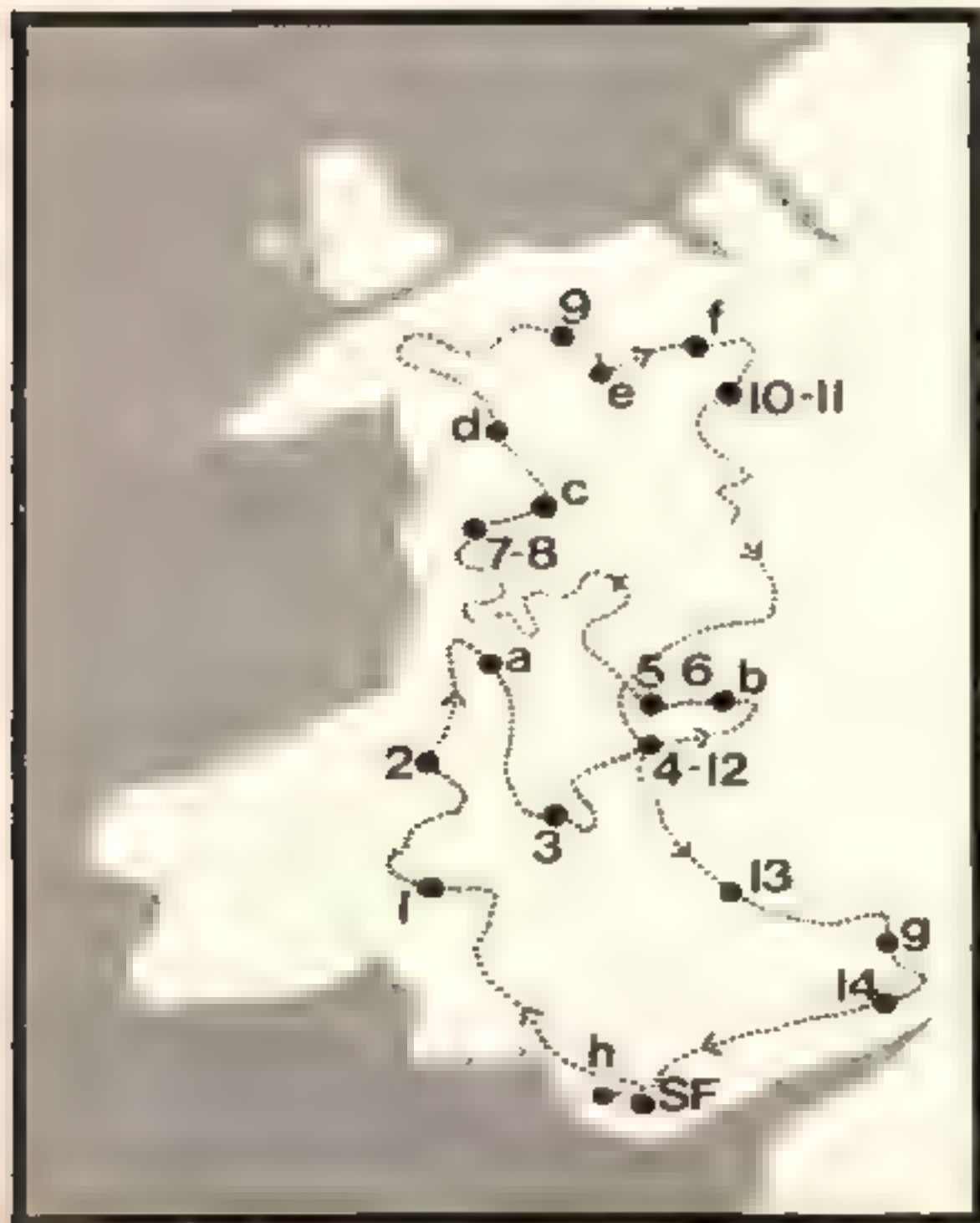
## Clark starts favourite on Welsh International

Next Friday the International Welsh Rally starts once more, from Cardiff. In the past four years it has become progressively more competitive, both from a driving standard and also from the performance of the competing cars. Each year the reliability of ordinary rally cars improve, so more emphasis is placed on the speed of the drivers through the stages, each year more people have the latest improvements on the cars.

As usual the pacemaker must be Roger Clark, his car as always will be at the height of the latest specification. Whereas last year just a few drivers had the demon 1800 cc engines, this year just a few will have the alloy block 2-litres. As always, performance over the Eppynt ranges will count immeasurably towards overall positions, and in this respect the Welsh is unique. Eppynt is the name of the hills north-west of Brecon over which the army has control, and which occasionally it allows motor clubs the use of the roads. These are tarmac surfaced, and follow the path that roads look before the ranges were taken over, only that

nowadays there are no edges and very few lines to give a driver an indication of which way they go. There are many blind brows, and pacenotes are almost essential for a good performance. Some drivers go one stage further and commit the roads to memory, and these drivers are often the fastest of all. Eppynt is unique in that it is one of very few places in Britain where an enthusiastic clubman can hope to rival the speed of professional drivers.

Spectators are being catered for at only certain of the special stages, details of which are shown. The stages basically are on the short side, which means that deficiencies in seeding will be minimised, save that often badly seeded crews can have an advantage should early numbers have to tackle stages in darkness or fog. Often a late number has achieved a good position for these reasons alone. For most clubmen the Welsh holds a special place in their calendars in being the most enjoyable and cheapest international of them all and one of few occasions they have to drive in the forests in other than a day-stage rally.



### Top 40 entries

1	R	SAV J	Purser	Export	1600
2	S	S	SAV J	5:00	AS 50
3	S	SAV J	SAV J	AS 50	
4	P	SAV J	SAV J	AS 50	
5	P	SAV J	SAV J	AS 50	
6	P	SAV J	SAV J	AS 50	
7	P	SAV J	SAV J	AS 50	
8	P	SAV J	SAV J	AS 50	
9	P	SAV J	SAV J	AS 50	
10	P	SAV J	SAV J	AS 50	
11	P	SAV J	SAV J	AS 50	
12	P	SAV J	SAV J	AS 50	
13	P	SAV J	SAV J	AS 50	
14	P	SAV J	SAV J	AS 50	
15	P	SAV J	SAV J	AS 50	
16	P	SAV J	SAV J	AS 50	
17	P	SAV J	SAV J	AS 50	
18	P	SAV J	SAV J	AS 50	
19	P	SAV J	SAV J	AS 50	
20	P	SAV J	SAV J	AS 50	
21	P	SAV J	SAV J	AS 50	
22	P	SAV J	SAV J	AS 50	
23	P	SAV J	SAV J	AS 50	
24	P	SAV J	SAV J	AS 50	
25	P	SAV J	SAV J	AS 50	
26	P	SAV J	SAV J	AS 50	
27	P	SAV J	SAV J	AS 50	
28	P	SAV J	SAV J	AS 50	
29	P	SAV J	SAV J	AS 50	
30	P	SAV J	SAV J	AS 50	
31	P	SAV J	SAV J	AS 50	
32	P	SAV J	SAV J	AS 50	
33	P	SAV J	SAV J	AS 50	
34	P	SAV J	SAV J	AS 50	
35	P	SAV J	SAV J	AS 50	
36	P	SAV J	SAV J	AS 50	
37	P	SAV J	SAV J	AS 50	
38	P	SAV J	SAV J	AS 50	
39	P	SAV J	SAV J	AS 50	
40	P	SAV J	SAV J	AS 50	

## Barrow bows out after 15 years

Don Barrow has officially announced his retirement from competitive rallying. Mr Barrow's achievements include, since his rally debut in 1958, four firsts, four seconds, and two thirds in the Motoring News Rally Championship. Don was a member of the works Triumph team during 1963 and accompanied Timo Makinen to 2nd overall on the 1964 RAC Rally. Don Barrow products will continue.

Don Barrow



### SCHEDULE OF MAIN CONTROLS

Control	Location	Fol. 1	Time
Start	Bundles Ballroom, The Knap Barry	154/100665	M Friday 19 30
1	The Wern Garage, Henricsgedg	140/534213	FR 21 31
2	Services Garage, Lampeter	140/577488	FR 23 12
3	Bacon Road Service Station, Llandoverly	140/823334	FR Saturday 02 08
4	Frynnes Service Station, Gerth	141/3781808	FR 04 13
5. & 6.	Hotel Metropole, Llandudnod Wells	128/0814611	MF 05 53
7. & 8.	Wynnstay Arms, Mechynlleth	127/748008	MF 11 45
8.	Waterloo Hotel, Bettwyl-y-Coed	107/798880	MF 12 18
10. & 11.	Thomas Motor Mart, Corwen	117/034424	MF 20 00
12.	Frynnes Service Station, Gerth	141/3781808	FR 20 30
13	Llanwrnach Motors, Llanwrnach Cefn	141/288188	FR 00 35
14	Half Acre Cafe, Lydney	165/880054	FR 04 08
15 & 16	Bundes The Knap Barry	154/100668	MF 08 18
17	Llandow Circuit	154/861718	— 08 28

### SCHEDULE OF SPECTATOR STAGES

Stage	Reference of Spectator point	Standard Time	Day
A Yslyyth	127/718720	00 30	Saturday
Reference given is entry to spectator car park Approach from the east only			
Under no circumstances approach from the west			
B Radnor	128 189583	04 57	Saturday
Reference given is entry point to spectator car park. Approach from either direction on the A488			
C Dovey	116/846095	12 54	Saturday
Reference given is entry point to spectator car park Approach this reference from the east via short length of yellow road from 116/846095 from A4084			
D Coed Y Brenin	116/721265	15 00	Saturday
Reference given is entry point to spectator car park Approach from either direction on A487			
E Penmachno	107/789504	17 48	Saturday
Reference given is entry point to spectator car park Approach from north only—please call at Forestry Commission Information Point at MR 107/795510 to collect a map of spectator points within the forest—on B4408 from A5			
F Cleeceiog	108 024/5011 to 108 005512	19 05	Saturday
Please utilise the yellow road between the above references where the Forestry Commission will make parking facilities available Approach on B5106 from West (Cerrigydrudon A5) on y Do not approach from east (Ruthin)			
G Serrdgo	142/612131	06 18	Sunday
Reference given is entry point to spectator car park. Approach from north on B4234 from A4136.			
H Llando	154/961718	09 45	Sunday
Final special stage at Llando circuit with ten cars on the track at the same time			

Please do not spectate on other signals



It has been recognised for many years that loud noises may be damaging to the human ear. With few exceptions, sounds which are loud enough to produce damage are emitted from machinery or explosive devices which have been devised by mankind. Among the more common examples which spring to mind are jet engines, gunfire and noise produced by certain types of industrial machinery.

Loudness is not the only factor which is responsible for producing hearing loss. The pitch of the noise emitted and the time during which the individual is exposed are important factors, but perhaps the most important variable is the person himself. Some people are undoubtedly less able to withstand the insults of loud noises. The reasons for this are sometimes obvious in that they already have some degree of damage induced by disease processes rendering the ears more vulnerable to noise, but the others with apparently normal ears show a greater or lesser tolerance to acoustic insult.

It was with these thoughts in mind that we set out to measure the sound intensities at the track side of a motor racing circuit and to try to determine whether marshals subjected to these noise levels suffered any immediate hearing loss following exposure.



Figure 1, above, shows the average sound level expressed in decibels of a variety of well known situations and appliances.

Figure 1 shows the average sound level of a variety of situations expressed as decibels. It must be remembered that the decibel is a logarithmic scale, thus 60 dB is twice as loud in terms of sound intensity as 40 dB, equally 140 dB is twice as loud as 130 dB.

It should be emphasised at this point that the sound levels recorded were taken at the track side and expressed as decibels. The loudness scale decreases disproportionately to distance from the sound source so that the levels mentioned would be very much reduced at any significant distance from the track and even at spectator distance very much lower levels were recorded. Volunteer marshals stationed at the noisiest parts of

Figure 2 shows the sound levels recorded at the track side at points around the motor racing circuits. These levels were recorded at spikes and not as a continual noise.



# Marshals: this is the sound in your ears

the track were asked to wear various types of protective ear-guards in an attempt to assess the benefit gained and the degree of inconvenience caused by such devices.

Figure 2 shows the average sound levels at various points at the track side recorded during a variety of saloon and various formula races. The greater the capacity of the engines involved, the greater the noise levels experienced but it must be remembered that no attempt was made to analyse the complicated frequency bands of the various engine noises. The noisiest cars tested were in the Formula 5000 group but no direct comparison was made with the smaller capacity Formula 1 cars.



Figure 3: A shows the threshold of hearing of individuals prior to exposure to noise. In this instance, individuals were unable to hear noises below 10dBa. B represents the threshold of hearing following exposure to car noise for four hours at the track side and C represents the temporary threshold shift.

The first group of persons to be tested were those who wore no protection. They were all flag marshals and Figure 3 shows the levels at which they were able to detect sound before and after the race meetings. These individuals experienced noticeable discomfort as anyone who has carried out marshalling duties will confirm. Their hearing drop was accompanied by a continual buzzing noise for some hours after the end of the meeting and only the following day would their hearing be expected to return to normal. This reduction in hearing following noise insult is termed a temporary threshold shift (TTS).

The second group were asked to wear foam-sealed ear-guards donated for the purpose by two different manufacturers. We were able to test their hearing before and



Figure 4: A represents the threshold of hearing before exposure to noise. B represents the threshold of hearing after four hours of wearing foam sealed guards and C the temporary threshold shift.

after the races and to record their comments as to whether or not the guards interfered with their ability to detect minor engine

faults or to pick up tyre squeal which would normally draw their attention to some impending danger.

Figure 4 shows the average TTS experienced by these individuals. They all reported a considerable reduction in the discomfort from noise and claimed that the reduction did not prevent their picking up tell-tale changes in engine noise, etc. The only adverse

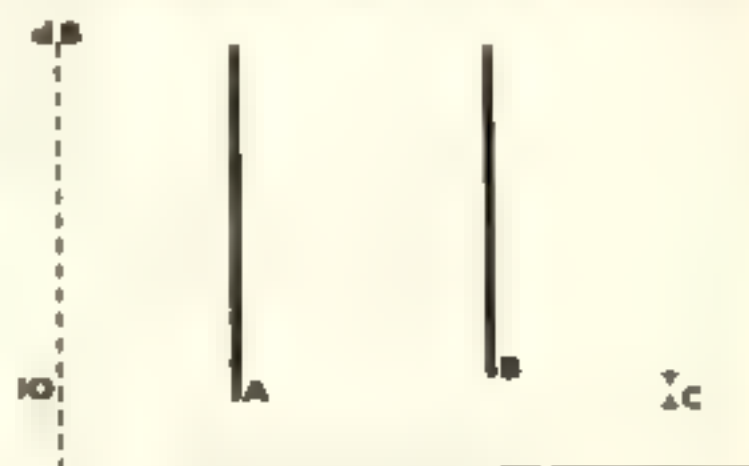


Figure 5: A represents the threshold of hearing before exposure to noise. B represents the threshold of hearing after four hours wearing water sealed guards, and C the temporary threshold shift.

comments made were of discomfort produced by pressure on the ears by the guards, but they noted that this was not undue if they were removed in the intervals between races. Verbal communication between individuals became a little difficult and some marshals experienced a feeling of isolation but the vast majority commented that their overall impression was one of greater comfort. Figure 5 shows the average TTS experienced by marshals wearing water-sealed ear-guards. It is apparent that the shift is almost negligible.

In conclusion it must be said that we have little or no evidence to confirm permanent hearing damage induced by engine noise on motor racing tracks, but it is fair to suppose that there is a considerable risk to individuals exposing themselves over a long period of time to such noises. We have shown that it is not unduly distressing to marshals to wear ear-guards and that they are able to carry out their duties perfectly adequately while wearing these protectors.

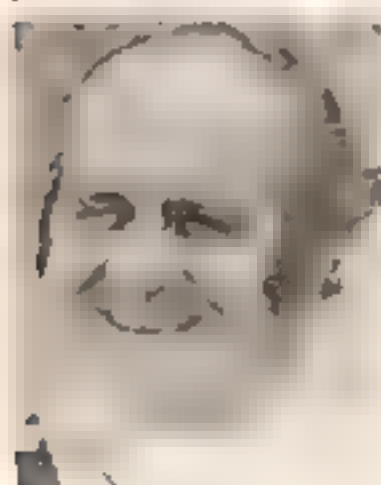
Protectors with a water seal produce more attenuation of sound than those with a foam seal, but the former may be more uncomfortable to wear and somewhat more expensive than the latter. Furthermore, ear defenders which cut out more than 80 dB may impair the judgment of a marshal.

The object of this study was to determine the magnitude of the TTS experienced by flag marshals and to determine a safe means of reducing the risk of any permanent hearing loss and at the same time increasing comfort. We feel that it would be in the interests of any individual exposed to such loud noises to protect his ears but it should be pointed out that any person who already has some degree of hearing loss should be particularly careful and would be strongly advised to wear ear protectors. We would recommend ear protectors with a water seal give an attenuation of 35 dB as these appear ideal in the motor racing context.

**DR DAVID NANCEKIEVILL,  
FFARCS  
DAVID MATHIAS, FRCS**

(Dr Nancekievill is assistant chief medical officer to the BRSCC)





"From some parts of the track you could look down into the busy streets with buses, cars, taxis and people hundreds of feet below where we were racing."

If you so much as missed a gear when you were running with the leading bunch in Grand Prix racing not so long ago, you could forget all about finishing in the money. Now it appears that if you've got an exceptionally good car you can make a pit stop—even two pit stops—and still finish in the money and the title points! In the South African GP and in the Spanish GP at Barcelona I made a couple of stops in the new M23 Yardley-McLaren and still managed to finish fifth and sixth.

I started off the pole in South Africa and the car was obviously competitive there, but at Brands Hatch and Silverstone it seemed to go off form. Maybe it's just a Grand Prix car and doesn't bother performing at non-championship races. Whatever the reason we were certainly back in business at Barcelona on the front row of the 222 grid beside Ronnie Peterson in the John Player Special.

The track runs for 2.35 miles round closed public roads high up in a park above Barcelona. From some parts of the track you could look down into the busy streets with buses, cars, taxis and people bustling along hundreds of feet below where we were racing. Weird.

Before practice I took our designer Gordon Coppuck round the circuit in a saloon car to explain the various aspects of the track to him and enable him to grasp some of the problems involved in getting round it quickly—to give him some idea of what's liable to happen and where the car leaves the ground and the important roles that wings, roll-bars and springs were going to play.

I was first out to practice and it certainly paid off because I stayed fastest for a considerable time in that opening session. I was a lot faster than I had been two years ago at this track, but this was due to car development and to the extra smooth and fairly abrasive new surface that had only been laid a couple of weeks earlier. Team-mate Peter Revson had never raced here before but it didn't take him long to come to grips with the downhill zig-zags and the fast climb uphill back to the pits. The track was getting faster and faster and Ronnie Peterson set best time but late in the afternoon I got back into the groove. My second to last lap was 1 m 23.1 s and my next was 1 m 22.5 s which was to stay as second best time over the whole weekend. If I'd been able to squeeze in just one more lap it may have been even quicker but the car tended to run out of fuel braking for the hairpin with the light load I was carrying and this was to be a handicap in the race. The catch tanks were not quite right and it would start running out of fuel when there were still seven gallons in the tanks, so we had to start with something like 36 or 37 gallons on board although the race distance only called for about 30 gallons. It didn't seem to bother the car all that much but these days you can't afford to give away one pound, let alone 30 pounds in weight over your competitors.

Several teams had tyre problems at Barcelona and both tyre companies discovered that they were certainly not out of the woods by any means. The track was absolutely smooth with its new surface and this meant you could really wind the power on and

put it all on the road but it was a bit much for the tyres. They weren't supersoft gummys, in fact they were some of the hardest that Goodyear and Firestone make for Formula 1 but we still had problems. Witness E. Fittipaldi winning the race with one rear tyre flat!

Because the track was "maturing" and getting better all weekend, the one hour warm-up on race morning was just like being back to the first five minutes of practice. We have no idea what we wanted for the actual race so we filled the car up with fuel, adjusted the wings to try to put a lot more downforce on the car, fitted up some very hard compound Goodyears, and the car got quicker and quicker. We made a couple of adjustments to the wing and roll-bars and then we were ready to go. We weren't the only ones in a state of moderate confusion. Lotus were making their final adjustments between the warmup and the race and Jackie Stewart was saying, that he wasn't exactly feeling in optimum form to spend lunchtime motor racing. The GP started at noon (well, more or less, it was Spain, after all) so that it didn't interfere with late lunches, siestas, bullfights and the more normal Sunday afternoon activities of Spanish gentlefolk.

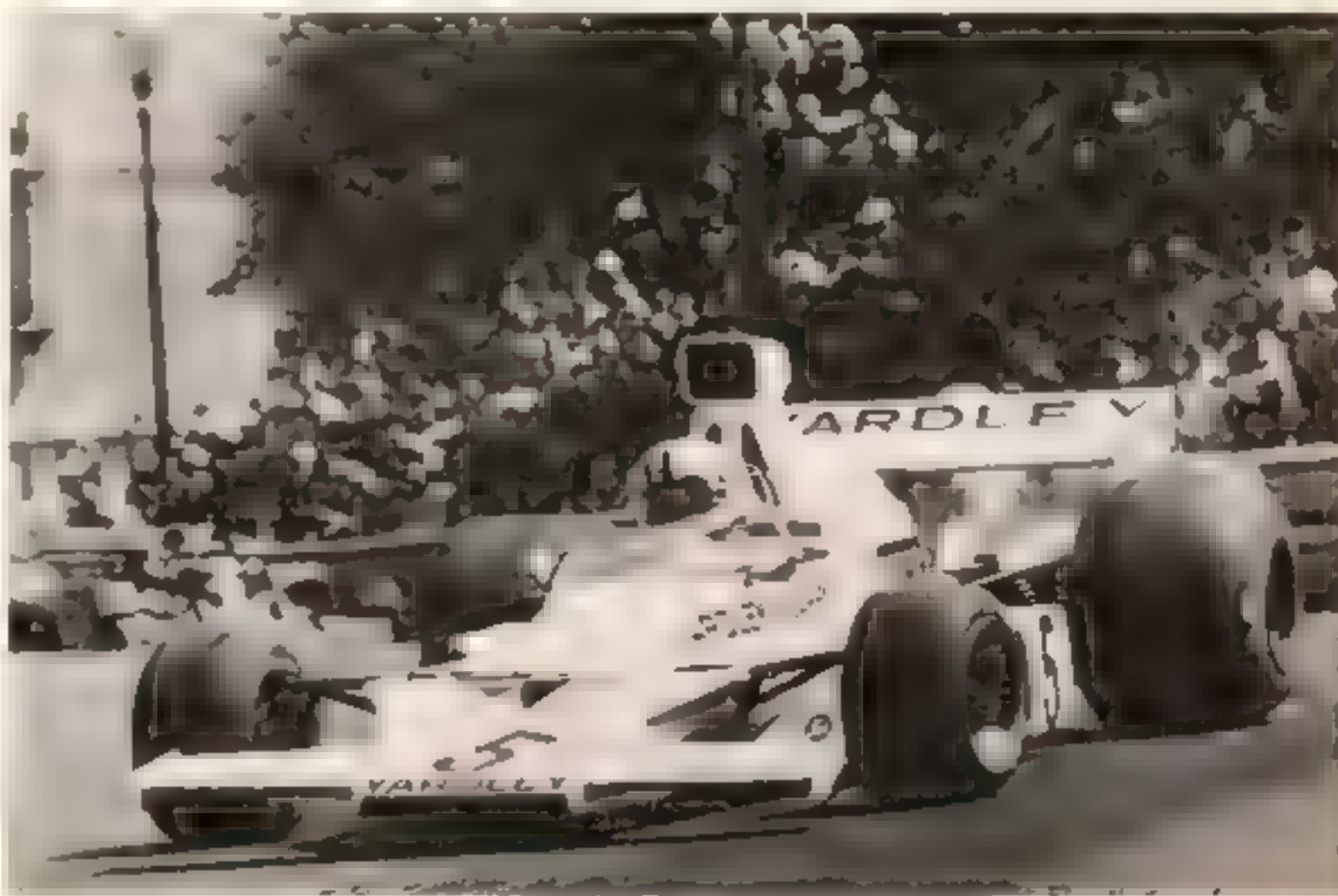
In fact I was quite happy to be second fastest to Ronnie because he had the choice of position and left me with the side of the road I would have chosen for myself if I'd been on the pole. So who needs to try for the pole when you've got a friendly Swede like Ronnie around the place? When the flag dropped Ronnie made a drag start but then he seemed to falter and I pulled ahead (I discovered later that he had a very low gear fitted and when the engine hit the rev-limiter in low he semi-staked as he changed to second).

I pored ahead until I tagged the limiter in second and he came up alongside as we crested the two brows and he went just ahead for the inside line on the drop to the first tight left-hand hairpin, but then out of nowhere comes Jackie Stewart in the Tyrrell down the outside of both of us looking like his braking point will be the cathedral down town. He must have thought the hairpin was a mile or two farther down the road because by the time he'd got it sorted out Ronnie was through and I was on his exhausts and Jackie was motoring hard behind us

and then I had François Cevert in the Tyrrell and Emerson in the other JPS-Lotus glued to my gearbox."

My tyres weren't settling down, Ronnie was getting away, and Stewart was giving me all sorts of stick from behind. He went by me after three laps and then I had François Cevert in the Tyrrell and Emerson in the other JPS Lotus glued to my gearbox. I was starting to come right and pull away when a wheel weight—three, in fact—came off the rim and the vibration was unbelievable. I signalled the pit that I'd be stopping next time round, but when I got to the bottom of the hill there were yellow flags everywhere and Andrea de Adamich's Brabham was lying about all over the place. A wheel had come off the back of his car and he'd slid into the guardrail on the very fast right-hander, then the car had spun back across the track again having left one wheel in the guardrail and the one that had broken off was careering up the road on its own. So I used the yellow flags to pit on, just like they do at Indy. The crew changed the right front wheel and I was back in business again going quicker and quicker until I started to have a problem with the left front tyre. At that point I'd been keeping pace with Ronnie who was in the lead still, and if the car had kept going—the way things turned out in the race—there seemed to be a good possibility that I could have won, even after the first stop. The second stop creaked everything. Ronnie's gearbox packed up when all the oil ran out and he stopped, Jackie's Tyrrell ran out of brakes and he packed it in, Cevert made a stop, and Peter was soldiering on in the other Yardleymac with a spark lead hanging loose and one side of his exhaust system adrift so that the car sounded just awful and it probably felt like that as well.

When you're down below the big money Teddy Mayer doesn't seem to bother signalling who actually is earning all the bread up front, so I figured François must be in the lead and I was tagging on to him. I thought he was trying a bit hard for being in the lead but I found out later that he had stopped too and was pressing on to make up time. I was all set to pass him when the engine coughed with just a couple of laps to go at the hairpin and I knew I was in fuel pickup troubles again so I backed off and used the higher gears to bring it all home in sixth place behind Emerson, Cevert, Follmer's Shadow, Peter's McLaren, and Betsios in the BRM.





# Shell SPORT news 5

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Roger Clark kicks up the dust in his own inimitable style.

## GRANITE CITY

# Clark's hat-trick

Roger Clark completed a hat-trick of Granite City Rally wins when he won the National event from Circuit winner Jack Tordoff by the massive margin of over five minutes. Seeded No 1 in the Esso Uniflo RS, the Clark/Porter team dominated the event, which counted towards both the RAC Championship and the Shell/Scotsman Championship, from start to finish. Aberdeen and District Motor Club received nearly 160 entries for the 110 starting places but only 93 cars actually set off from Aberdeen on the 300-mile event, which was supported by Peter Plastics, Shell and the Webster Tyre Company.

Roger Clark was followed down the ramp by the reigning Shell Scottish Champions, Jimmy Rae/Mike Malcolm in the Frews of Perth RS, Adrian Boyd non started at No 3 and at 4 was Mike Hibbert/Howard Scott in the Centre Hotels Escort. Will Sparrow/Nigel Raeburn occupied 5 in the Martin Group Firenze, Tony Fowkes' Cables and Components RS with Bryan Harris on board were at No 6 and at 7 was the Royal Bank of Scotland RS crewed by Bill Taylor/Ian MacIver. The top 10 was made up by Jack Tordoff/Brian Marchant (Porsche Carrera), Donald Hoggie/George Dean (Clan) and Billy Coleman/Donal O'Sullivan (RS).

The first stage of the '79 Granite was as usual at Durris Forest to the south of Aberdeen and over the fast four miles it was appropriate that Jimmy Rae and Roger Clark should share the fastest time and set the pattern for the first half of the event. Mike Hibbert was two seconds behind the leading pair and three ahead of the RS of Paul Faulkner/Monty Peters but destined never to reach the second stage was Will Sparrow who had to retire the Firenze with a blown head gasket. Also in trouble was the leader of the Challengers section of the Scottish Championship, Ken Wood who was competing in a borrowed Twin Cam in order to save his quick Cooper S for the Scottish. He rolled the car halfway into the stage but despite a few bent panels and a loss of nearly seven

minutes, he was able to continue.

A University caravan with "delicate equipment" aboard caused the second stage at Feteresso to be split into two parts. On Feteresso 1, Roger Clark and Jimmy Rae once again tied for fastest, four seconds ahead of Hibbert and 13 better than the RSs of Bill Taylor and Paul Faulkner but out here went Drew Gairachar whose Wylies Shellsport RS stripped second gear. On the second section of the stage, Rae took the lead in the event when he beat Clark by a second over the six miles. Third fastest again went to Hibbert and he was closely followed by Faulkner and the indecently quick Mini of Pat Ryan/Mike Nicholson. Billy Coleman/Donal O'Sullivan lost half a minute when their RS visited the bushes after a bit of brake locking while out went Alistair Clark's Cooper with piston troubles.

At the two-mile Mulloch Hill stage, Faulkner showed everyone the way home and was nine, 10 and 11 seconds ahead of Bill Taylor, Jimmy Rae and Roger Clark respectively. Only two seconds behind Clark was P Clarke in his Silentnight RS and Brian Coyle in his speedy Imp but Andrew Smith lost a couple of minutes with a fire under the bonnet of his BMW-engined Escort.

At Benshie Jimmy Rae (2:42) was once again ahead of Roger Clark (2:43), Mike Hibbert (2:44), Bill Taylor (2:46) and Paul Faulkner (2:47) but in the wars was the Datsun 240Z of Ian Lawless which rolled and took no further part in the event. Over the rough 3½ miles of Garsly Moor, Clark had nine seconds in hand over Rae and Hibbert while out of the running went Tony Fowkes when the RS stopped running and refused to start for over an hour. Jim Robson rolled his Press & Journal Escort here but managed to continue while George Beaver lost nearly a minute in the stage with a puncture on his RS.

The event's first visit to Clashindarroch forest saw Roger Clark again in front of Rae and Hibbert—by four and 11 seconds but joining the ranks of the non-finishers was

the Escort RS of Ian Milne with unknown mechanical troubles. Peter Clarke gave Tony Mason a worrying trip through the undergrowth without actually stopping while Brian Coyle dropped back when he had to stop and replace his fan belt.

In every rally there always seems to be one stage that manages to get more than its fair share of the drama. In the Valentine it was Blairadam and in the Granite it was Ballach Wood—the last forest before the lunch halt. So many people went off here, the list almost looks like an entry list in itself and the following is a brief resumé of some of the incidents. Amongst the people who went "off and out" were Mike Hibbert (no damage), Bill Taylor (no damage until he was shunted up the boot by Sue Warrell's TC), Paul Faulkner (who quite literally impaled the car on a log which came through the radiator and finished four inches from his left knee), Bill Reid (who put his Escort GT off trying to avoid the Viva GT of Alastair Mackay which was on its roof) and Jim Robson who went off, got back on and then went off again—permanently.

Results at the Keith halfway halt showed that Roger Clark had a lead of 23 seconds from Jimmy Rae, with Pat Ryan a further 26 s behind in third place. Billy Coleman, Peter Clarke and Jack Tordoff were in fourth, fifth and sixth places while the 7-10 spots were being occupied by Jeff Churchill, Alastair Findlay, Donald Hoggie and Richard Stewart.

Three stages at Speymouth, Teindland and Whiteash were first on the agenda after lunch and as usual it was Clark to the fore. Speymouth, challenger Vince Finlayson retired with a broken diff on his Imp, in Teindland Ken Wood was off for another three minutes and in Whiteash, Jack Tordoff recorded joint fastest time with Clark.

A lot of people went up a very misleading firebreak in the Bin stage, including Alastair Findlay, Rosemary Smith and Chris Paton but not so Roger Clark who was five seconds quicker than Pat Ryan and 10 faster than Tony Drummond who was now beginning to go extremely quickly.

Donald Hoggie had to retire the Clan in Clashindarroch 2 when a stone threw the fan belt off and he didn't have a spare and out went Alan Arneil's Lotus with a recurrence of his Valentine carb troubles and Chris Paton who visited a deep ditch, in his Cooper. In Clashindarroch 3, disaster struck Jimmy Rae when he clipped a boulder, pulled out a steering arm and rolled end over end with considerable damage to the car but thankfully none to the occupants. On both the Clashindarroch stages it was Jack Tordoff's Porsche that took second fastest behind Clark and results at the afternoon halt at Polarch showed the top six positions to be Clark 73.33, Ryan 78.48, P Clarke 77.59, Coleman 78.03, Tordoff 78.22 and Drummond 79.10.

In the two stages at Drumcilly after the halt it was once again Tordoff who was second to Clark and on Feteresso he set fastest time (6:43) from Pat Ryan (6:44) and R Clark and P Clarke. At the end of Feteresso, the other leading challenger—Dominic Buckney rolled his Escort twice after the flying finish but nevertheless continued unabashed.

The last stage of the event was back at Durris and with literally four corners to go, Pat Ryan nosed over into a bank, fatally injured his steering and lost a certain second overall. Fastest over the stage was the Cooper S of Stuart Brown a second quicker than Roger Clark and three better than Billy Coleman. So it was back to the finish in Aberdeen where the main question was, who had finished second? With a meteoric drive in the second half, Jack Tordoff had edged out both Peter Clarke and Billy Coleman by eight and nine seconds respectively, while Tony Drummond had also had an excellent second half to take fifth, just ahead of fellow York driver David Thompson in sixth place.

## JONATHAN OSBORNE

1. R. Clark/J. Porter (Escort RS), 101:04. 2. J. Tordoff/B. Marchant (Porsche Carrera), 106:03. 3. P. Clarke/T. Mason (Escort RS), 106:11. 4. W. Coleman/D. O'Sullivan (Escort RS), 106:12. 5. T. Drummond/C. Gray (Escort RS), 108:30. 6. D. Thompson/M. Welch (Escort RS), 109:46. 7. G. Beaver/S. France (Escort RS), 111:16. 8. A. Smith/M. Moss (Escort BMW), 111:04. 9. P. Thompson/M. Jay (Firenze), 112:12. 10. I. M. Wilson/P. Anderson (Opel Ascona), 112:24.



Jimmy Rae swings the Frews RS1600 round the hairpin on Durris 1.



# TRANSPORTERS



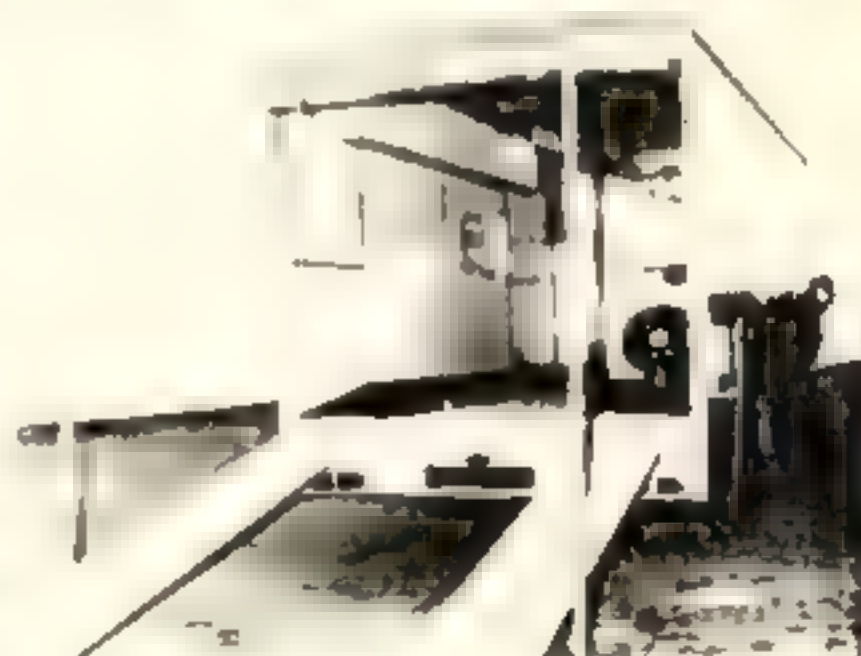
## MECHANICS BEDTIME STORY

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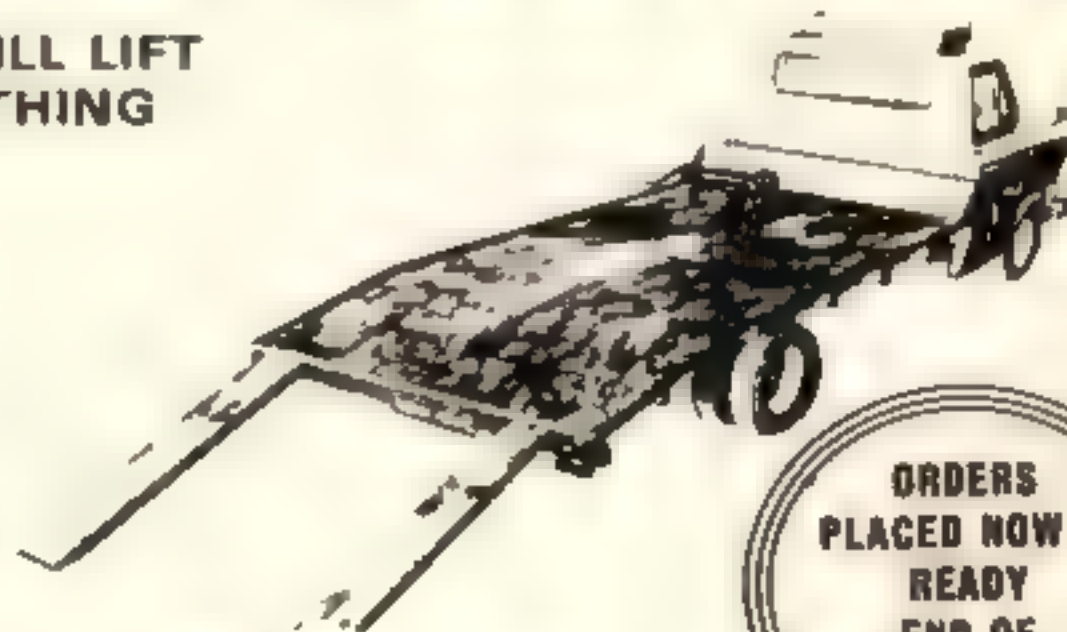


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"A lesser driver would surely have lost his confidence—but confidence is a quality Jackie is not short of."

## DIPLOMATIC FITTIPALDI

In marked contrast to the way circuit safety deficiencies have been handled in recent years, it appears that the current World Champion Emerson Fittipaldi, among his many qualities, is something of a diplomat. A couple of weeks ago the JPS Lotus team were testing at Zolder, the venue for this year's Belgian Grand Prix, where, to put it mildly, Emerson found the circuit safety measures wanting. There were trees too close to the track, the guard rails were fixed to wooden posts planted in sand, and in any case not properly fixed so it was possible for a car to pass underneath if it left the circuit. In all there was a total of 38 diverse tasks necessary before the circuit would be suitable for a Formula 1 race.

As the track has already been passed by the CSI safety committee and the GPDA representative, Peter Westbury, the situation was delicate to say the least. As soon as Fittipaldi realised the problem he addressed himself to the circuit owner for he realised it was not so much a question of money but more of time. The Brazilian must have handled the delicate situation perfectly, for the owner immediately commissioned the work, and sent a Telex to Emerson at the Spanish Grand Prix confirming that all the items on Emerson's list would be attended to. All concerned are keeping their fingers crossed that the weather stays dry, for wet weather will lose valuable time and the race is only a few days away. Fittipaldi took the trouble to re-visit the circuit last Friday to see how things were progressing.

In Spain the drivers had already heard the circuit was unsuitable as it was, and voted not to race there unless all the work was done. The short answer to those who asked why wasn't the Belgium Grand Prix moved to the modern Nivelles circuit just south of Brussels was politics—Zolder is in the Flemish part of the country, while Nivelles is in the French

## GUILD OF ETHICS

I was sure someone was pulling my leg the other day when they told me that Nick Brittan was on the Ethics Committee of the Guild of Motoring Writers—that august body which represents the British motoring press. Several years ago your European Editor resigned from the Guild as he was doing a bit on the side for Firestone, and a condition of Guild membership was no commercial ties. Hence my surprise that STP's Nick, whose association with the trade reads like the back pages of the *Financial Times*, is on the committee to assure not unsuitable additives get in the Guild. Old Nick points out, "You don't appoint an inspector of police who knows nothing about crime." Glad you said it, not me, Nick!

## GPDA GET THE BUMS RUSH

The GPDA's meeting at Barcelona prior to the race didn't pass without incident. The drivers searching for a suitable place to hold their secret meeting, decided upon the press room—quickly cleared of press men, needless to say. Unfortunately not everybody knew about their

meeting which was rudely interrupted by the Guardia Civil, who actually drew their batons when certain drivers showed a reluctance to budge. Clay Regazzoni suffered the indignity of having a baton shoved up his backside. This was in sharp contrast to the last meeting the drivers held, at Silverstone, where they commandeered the Marlboro hospitality tent and instead of batons were served with lunch.

I am sure that this incident had nothing to do with the GPDA's latest move. Tired of journalists and photographers in front of the pits jostling round the cars every time a driver stops, making the mechanics' work more difficult, the drivers' association have apparently written to certain organisers requesting that the press are restricted to the pits themselves. I have the greatest sympathy with the drivers, as you would have, if you had seen the seething mass of so-called pressmen cluttering the pit road in Barcelona. Happily all members of IRPA, the International press organisation, know how to behave, but the local press seem to have invited the whole family along.

## JACKIE'S BRAKES

Jackie Stewart has more to content with than just Fittipaldi these last few races. The Tyrrell-Ford has a serious braking problem. At Barcelona one of the four lugs which holds the front brake shaft to the disc broke, and almost immediately the other three lugs became detached. Jackie arrived at full speed over the hill after the pits, where Jochen Rindt and Graham Hill had their monumental accidents four years ago, hit the brakes and the car turned sharp left. Luckily Jackie had been braking earlier than usual, as the car was suffering from brake fade, and his lightning reflexes made him come straight off the brakes—miraculously he got round the hairpin without hitting anything. He told me it was one of the nastiest moments he has ever experienced, but what worried him more was that it was the second time he had narrowly avoided a major shunt because of front brake failure. There is no question of Tyrrell's going back to outboard brakes as it is not a design fault. It looks as if the brake manufacturers will have to have a re-think for it wasn't just the Tyrrells which had brake problems, and Monaco must be just as hard on brakes as Montjuich. A lesser driver would surely have lost his confidence—but confidence is a quality Jackie is not short of.

## MONACO'S NEW CIRCUIT

An interested spectator at the Spanish Grand Prix was Robert Sobra who is in charge of the administration at the Monaco Grand Prix. Monsieur Sobra was clutching plans of the new Monaco circuit which is in the course of construction. From his holiday snaps of the road works it seems impossible that the new circuit will be finished for the race on June 3 but Prince Rainier has a way of getting things done quickly in the Principality. The new circuit includes a much longer tunnel and the track now goes round the swimming pool in the centre of the port. The pits have reverted to their original position, there being more than adequate space on the now disused straight encroaching the Gasometer balcony for the mechanics and the personnel. Immediately after the Spanish Grand Prix Jackie Stewart flew to Nice to have lunch with Prince Rainier to sort out his ABC television arrangements and to ensure there were no last minute hitches.

One must remember that over a hundred thousand people make the annual pilgrimage to Monaco. There are playboys plus their beautiful girls, chartered yachts fill the

harbour, the hotels are fully booked for over six months, yet few of the people who attend the Monaco Grand Prix are real motor racing enthusiasts. If the race was ever cancelled because the circuit didn't come up to the necessary safety requirement, there would be a major uproar as these sort of people could not be expected to understand the intrigues of our sport and the petty wrangling that goes on.

## TAKEN FOR A RIDE

BRDC committee man and race commentator Peter Scott Russell took an unusual route to the race in Barcelona. Hailing a taxi outside his hotel he asked to be taken to Montjuich—his driver agreed enthusiastically. As the circuit is only 10 minutes from the centre of town Scott-Russell understandably got a trifle nervous when they hit the highway sign-posted Madrid. Not speaking the lingo, after an abortive attempt to communicate he sat back and waited. Forty minutes later they arrived outside the driver's house, where he had lunch while our hero waited in the taxi. He then collected his family and set off—this time in the right direction for the track. He drove right into the paddock and wouldn't hear of any payment.

## PATRIOTISM LIVES

Patriotism has always been the life blood of motor racing—it was this sentiment that brought Britain to the fore in the post war years. Today with major sponsorship dictating the colour of the cars, it has become virtually impossible to tell what country a car represents, with perhaps the exception of Ferrari. In view of this it was particularly gratifying to see that patriotism in motor racing is still alive. The Brazilian navy frigate *Ne Custodio de Mello*, on a training exercise in the Mediterranean, was diverted to Barcelona for the Grand Prix. With grandstand seats opposite the pits they danced, sang and cheered Emerson to victory. Every time their hero moved up a place, the navy band struck up, and the grandstand rocked to the beat of Latin American rhythm. After the race the paddock was like a Brazilian carnival as they feted their World Champion. It remains to be seen if we have bagpipes and swirling kilts at the next Grand Prix.

## BRUNSWICK F1 VERSUS

## TOAD HALL F1

Rival film crews at Barcelona got some very interesting footage. Brunswick, who last year produced that excellent documentary on F1, *The Best of the Best*, had a camera fitted to Niki Lauda's Marlboro BRM, while Toad Hall Productions were filming from Mike Beuttler's March. The two cars arrived side by side at the hairpin where Boots Beuttler was forced up the escape road—his colourful commentary recorded faithfully by his throat microphone. Let's hope Boots' views are not censored.

## FRANÇOIS' VACANT SEAT

Missing from the Grand Prix scene was the attractive Christine de Caraman, François Cevert's constant companion for the last couple of years. Judging by the performance François put up in Spain, the split hasn't affected his driving one bit. Christine herself has been seen round the ski-ing circuits; no doubt she has scored countless victories, among them a brief encounter at Gstaad with John Nicholson, star of *Easy Rider*.



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"A 2-litre four cylinder is an obscene thing that has no place in a racing car"

## Good riddance to the stock block

It is splendid news that builders of Formula 2 engines are to be allowed to cast their own cylinder blocks, though admittedly there are another couple of seasons to go before the new rule applies. Even better is the opportunity to use six-cylinders if the designer prefers.

Once upon a time it was thought that engines based on standard production cylinder blocks would be cheap to race. The Seventy-Fifty and Monoposto boys soon learnt the hard way that this was a heresy, but still the stock block folly persisted. Formula 5000 has at last resulted in cars that are fast and reliable, but the cost of the horrible cast-iron pushrod engines is now immense, and it would have been cheaper to lay down in the first place a proper unit designed ab initio for racing. Formula 3 admittedly makes less costly racing possible, but only by restricting the breathing of the engines so that they will hang together.

The Formula 2 situation is worst of all, for races have repeatedly been spoilt by the unreliability of the power units. A 2 litre four-cylinder engine is an obscene thing that has no place in a racing car. When the block has had to be bored out, to adapt a type that was never intended to have so large a capacity, the likelihood of failure under racing stresses is enormously increased. It is, however, the vibration problem of the big four-cylinder that renders it unsuitable for racing.

Vibration is utterly destructive to every part of a lightly-constructed car; the engine not only destroys itself but it starts fatigue cracks everywhere. It is possible, at the present stage of the art, to build a four-cylinder engine of 1-litre capacity which does not vibrate objectionably throughout a very wide rev range. An engine of double that size, however, has pistons which are jolly great lumps of metal rushing up and down which means hefty con-rods to stop them flying away. For reasons which can be expressed mathematically, the two pistons going up don't exactly balance the two going down.

Again, the counterbalanced crankshaft cannot compensate for reciprocating weights that speed up and slow down.

Until recent times, a large four-cylinder engine could not breathe effectively at high revs, but this problem has now been overcome and any 2 litre "four" can turn effectively at speeds beyond the mechanised safety limit. At once, the six-cylinder engine overcomes all the vibration and stress problems both because it is in perfect balance and owing to the lighter pistons and connecting rods, not to mention the shorter stroke.

The straight-six engine has many advantages but it has a longer crankshaft than the four, which can cause torsional vibration problems at very high speeds. Amedé Gordini never used a vibration damper on any of his six-cylinder engines, which he described as *pas nécessaire* when I tackled him on the subject. However, it is likely that all the future F2 engines will be built in V6 form, for the overall length is then less than that of a four-cylinder unit and crankshaft torsionals do not raise their ugly heads.

The decision of the CSI was taken because the engine tuners convinced them that it would be cheaper to cast their own blocks than to "stretch" under-sized standard production parts. In doing so, the designers will be able to scheme the whole assembly to meet the needs of the racing mechanics during the development programme. The production block is designed to be as cheap as possible but the racing unit must, above all, be capable of rapid dismantling and rebuilding, over and over again. It was Freddie Dixon's view that time saved in repeated taking down and re-assembly was more important than the most brilliant theoretical conceptions. He didn't put it in quite those words, but I must consider the blushes of our readers, for Fred was a man who spoke his mind.

Obviously, it is an advantage to have a block that has been conceived as a dry sump job, instead of having to convert it. Fundamentally, a block that was meant for another purpose cannot be right for racing, however much it is altered.

Under the new rules, all F2 engines will have six-cylinders as the four is not really a viable alternative. Other things being equal, its piston area that produces horsepower and the simplest way of enlarging it, while retaining the same cubic capacity, is to increase the number of cylinders up to the permitted maximum. Strokes are already so short in relation to the bores that to reduce this dimension still further would not be practical, therefore the piston area of the four-cylinder cannot be usually increased. In any case, the larger the bore the greater the heat transfer problem from the centre of the piston, so it's a great advantage to have smaller pistons and more of them when in search of reliability.

It is true that to increase the number of pistons is to accept more frictional losses, but the power gain far outweighs these. There is also the theory that the four has better torque than the six which, taken to its logical conclusion, is an argument in favour of Enzo.

Ferrari's two-cylinder F1 engine. It had an impossible vibration problem—not surprisingly perhaps with a bore and stroke of 118 mm x 114 mm! A lot of the alleged torque of rough engines is an illusion, anyway, and a smooth flow of power is never so impressive to the driver.

Though the straight-six is a superb engine, it is not the right shape for a modern racing car. The designer has a choice of the flat six, which Porsche make so well, or the V6 with wide or narrow angles. A V6 with an included angle of 60 deg is very compact, though in the Dino this is increased to 65 deg to give more space for the inlet ports, and Ferrari has also raced a 120 deg engine with success. Perhaps the narrow angle V6 is the strongest block for use as a stressed chassis member in a mid-engined car.

If the use of production blocks for racing has not been a success, it is quite likely that cooking versions of the new F2 engines will be developed later on for standard cars, thus reversing the process. Many people are getting tired of rough, inflexible four-cylinder engines of 1600 cc to over two litres and there is an increasing awareness of the advantages of the six. Drumming of the body panels is a very real problem which renders some four-cylinder cars most unpleasant. Indeed, the most enjoyable four-cylinder machines to handle have engines certainly no larger than 1300 cc.

The big four has survived because of its fuel economy and the six would have to approach it closely in this respect to be acceptable. Petrol will be scarce and costly and it is likely that, in a few years' time, the manufacture of cars over about two litres capacity will cease. People who have come down from larger cars will want something better than a rough four-cylinder and so the racing F2 unit will make a good basis for the production job.

If a racing engine is a V6, or a flat-six for that matter, it needs four overhead camshafts, which is a lot of machinery for a little engine. It would be fascinating if the unit could be a two-stroke, for the motorcycle world is years before us in this field but a capacity of 333 cc per cylinder is altogether too big for the employment of modern racing techniques. I am convinced that a single sleeve-valve engine could give more power than any poppet-valve design, but though such engines were far ahead in the aircraft sphere when pistons gave way to jets, the necessary research would take too long. The development programme would be valuable because the sleeve valve has great advantages in the struggle against pollution, but so far racing engines are exempted from exhaust analysis checks.

A motor race is usually ruined if too many cars are eliminated with engine troubles—indeed, it needs only the failure of a couple of the leading contenders to make the spectators lose interest. The cost of replacing power units that have disintegrated can soon cause a competitor to become hopelessly insolvent and reliability is certainly the prime requisite from every point of view. The stock-block engine has proved to be a costly failure in Formula 2 and the new regulations will eventually bring some sanity to the design of such machinery.

Nevertheless, my friend Jabby Crombac has written a powerful editorial in *Sport-Auto* called *La Vérole en Formule 2* or Pox in Formula 2, to give a polite translation. Jabby insists that the extra cost of the six-cylinder engines will be a disaster, but surely the outlay will be far less during a racing season if a more reliable form of engine is used? In any case the French are laughing, for they already have the Renault V6 engine which might have been designed for the new rules. I hope that Crombac will pay for my champagne when he is made to eat his words!

JOHN BOLSTER

Stock blocks modified by the tuners: a Wood 2 litre (left) and a Smith 5.0 Chevrolet



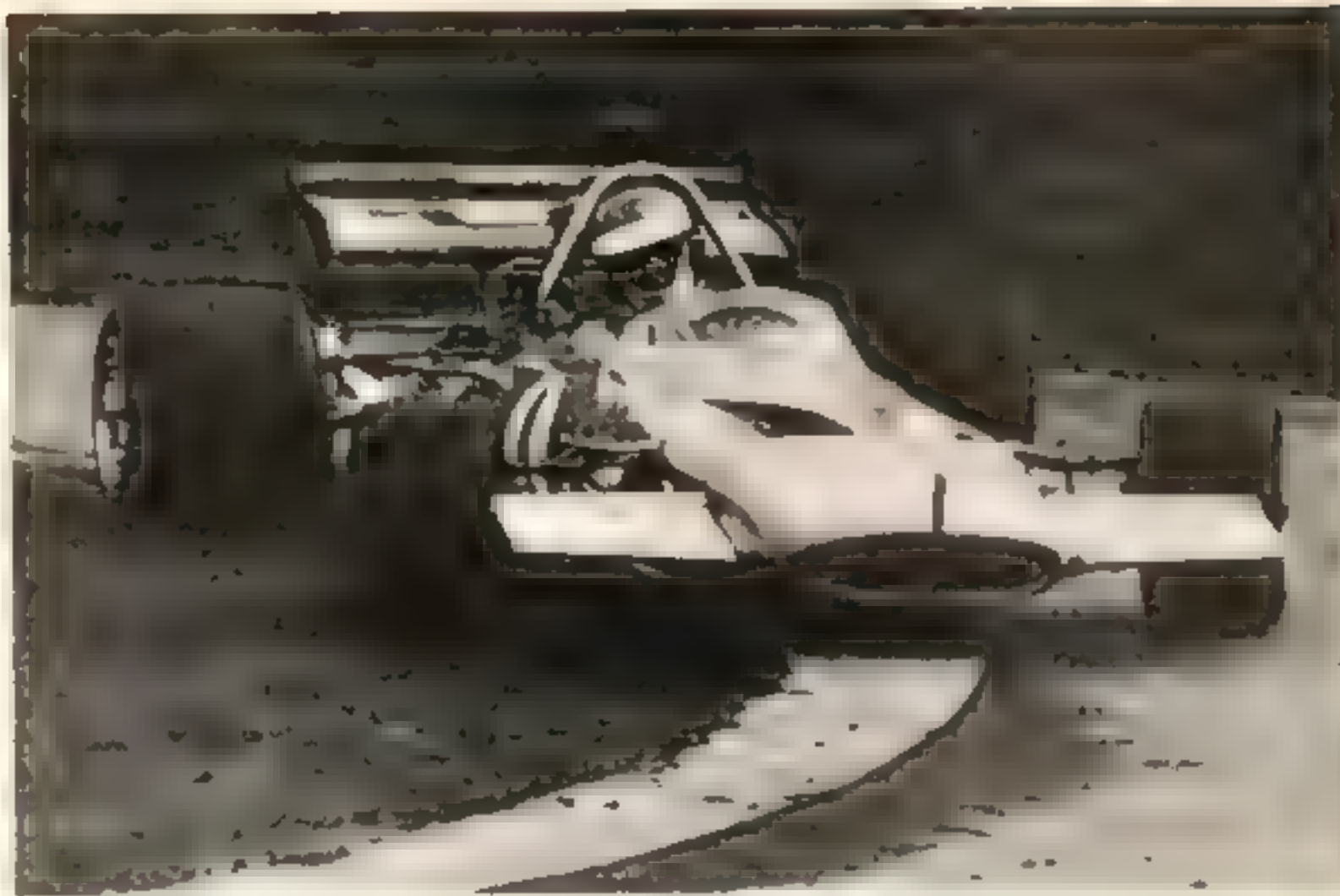
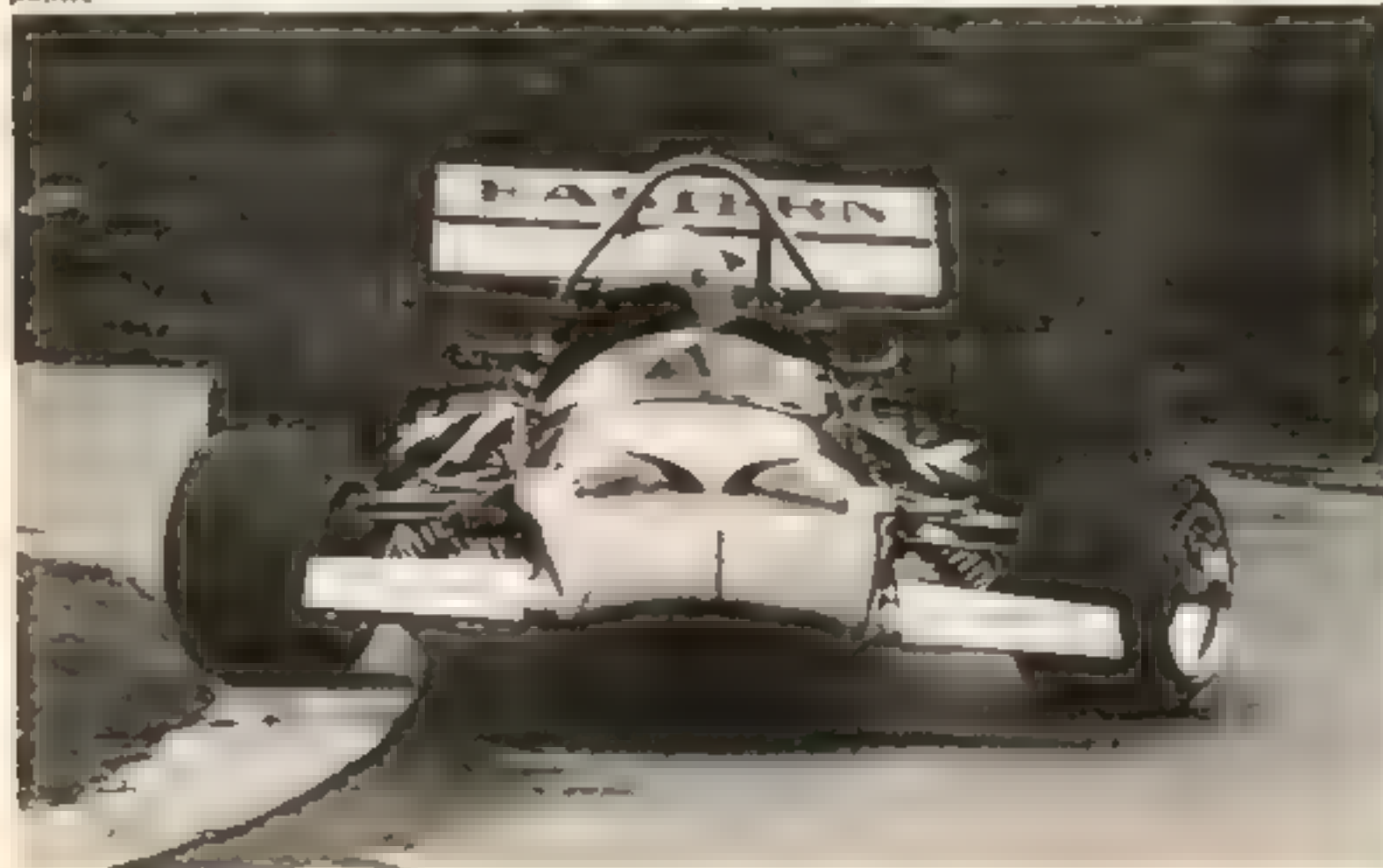


A long lurid slide, that nearly found Sir Nicholas Williamson's 2.0 Merlyn-DFV pointing the way it should have come, at Prescott on Sunday, threw the SAC Hill climb championship wide open. With all the morning runs being in the wet, the second run, from which nearly all the top 10 runs would be chosen, was the important one. With his slide, last year's Champion, and winner of the first round this year, excluded himself from points by not qualifying in the Top Ten run-off. Victor therefore was Richard Thwaites in the Eastern Carpets 2.0 McLaren-Chevrolet M10B, who put in a quick, and for the driver, frightening first run to follow up his class victory, and not to have to race for his last run at all. With a real flyer, in which he was trying very hard, Michael MacDowal brought his 2.0 Brabham-Repsol BT 30X in to second place, and David Hepworth, with fast runs all afternoon, came third. Leaders, then in the Championship with two rounds gone, are MacDowal and Hepworth on 17, followed by Roy Lane, who came fourth, and Thwaites on 13, with Sir Nicholas Williamson and Tony Griffiths on 10. In the damp and slippery conditions, which despite only being really bad in the morning, most quick times were recorded in the afternoon when it was dry although no new hill records came near to being broken.

First to run, lumped together, were the Touring and Sports Car classes. Fastest in both wet and dry sessions in the up to 1300 cc class was the 1.0 Mini of "leaders" championship leader Mike Flather with a quick and slightly hairy 54.85 s, from the 55.79 s of fellow 1.0 Mini man Alan Cox, who looked more together. His team mate in the John Brown Motors A don 1.3 Healey Sprite was surely the most dramatic with a bank mounting episode in the morning and a near spin at Orchard on the next run. He had it to come in third with a 58.20 s. In the 1301 cc to 1600 cc class, Stuart Browne once again took class honours in the 1.8 Escort 1.6 in both wet and dry runs from Morgans and Elans. Next came the pretty Abarth 137c of Gordon Bolam in determined style, with the Hemingway family Turner third, driven by the male version.

The up to 3800 cc class was hotly contested by Morgans, Ginettas and Ferraris but it was a road going Porsche Carrera RS that again took class honours, this version driven by Robert Gordon. Second was Martin Wyatt's Ginetta G4 while nearly two seconds behind came Andrew Duncan's Morgan powered by BDA. The over 3000 cc class with Cobras, Jaguars and the long awaited de Tomaso Pantera of Paul Pycroft went

Richard Thwaites's second climb was not too neat at Ettore's; but the next earned him ten points



Roy Lane's first run saw him well on the grass at Ettore's. The last found him in the sand at Pardon.

## PRESCOTT

# Thwaites's quick one gets him home; no points for Champion

the way of the same car for first and second Brian Wilson leading the early morning runs in the 4727 AC Cobra from Nigel Pow, but in the afternoon, Malcolm Maycroft took the Cobra home to win the class, from Wilson while Bill Holt Jr brought home a V8 Morgan-Rover plus 8 to be third, Pow having been eliminated after a moment with the earth bank (not Barclays).

The sports racer class up to 1600 cc was well covered by a host of L2s, the sophisticated L2 of Robert Sutherland and other less sophisticated bands. However nothing was going to upset L2 domination with Alister Douglas-Osborne leading the

brigade in the ex-Ray Mallock F3 Mk 12 powered by 1.6 Vegantune, both in wet and dry, despite appearing to have selection problems out of Ettore's, and one wheel travelling across the grass. Second was record holder David Morris in a Mk 11X with Cosworth power, but 0.35ths behind with Richard Jones' hairy Hart Mk 11B third 1 1/2 s behind. The over 1601 cc class seems a little sparse with the unbeaten 3.0 Chevron-BMW/Alpina B10 of Phil Scragg leading home the other two entrants: Reg Phillips (2.0 Chevron-Smith Cosworth B10) and Brian Alexander fuel injected Ginetta Oldsmobile G16.

Before the racing cars came out in their myriads, there was a handicap for members of each of the two organising clubs: the Bugatti and Ferrari Owners' Clubs, the Bugattis going first. There's little preservation in the racing of these cars, and they were flung about in most spirited style by the drivers, John Horton's T43 coming in first from the T49 of John Boulton and T35B with twin rear wheels of Jack Perkins third. The sight of Bill Bloomfield and A. F. Rivers Fletcher flinging the huge T48 round Ettore's delighted the crowd, and the subsequent excursions by both drivers were fortunately without damage.

Regrettably, the Ferraris were not quite so spectacular, although winner Dr David Flanagan (3.0 Berlinetta) was certainly the hardest tryer. Second was Mrs D. C. MacMaster in a 2.4 Dino, and third Frank Wall, (250 GT Scaglietti).

The 500s naturally led the way for the racing car classes, with 10 cars racing for honours. The result was predictable, John Turner in a Cooper-Norton Mk 9 winning by 64/100ths from the Mk 8 version of Barry Oddy and the twitchy Mk 9 of Colin Myles a mere 0.02 s behind. Their big brothers, the over 501 cc and less than four cylinders class was as sparse as the big sports cars, honours swapping from Tom Ekou to Terry Smith after lunch, although admittedly, in the one run, Smith was smoother.



## Outsider's view

What drive! Max Le Grand writes about Petersen (Purely Personal, April 26). He seems one of the rather pathetically self-important judges of ability who do little to promote anything. As an outsider it appears to me that Petersen is being treated as joint No 1. Note that neither F1 car was ready. What rubbish about "pushing the name John Player". Of course that's the object. That's the object that any sponsor wants. Petersen does this admirably. Don't knock him, Mr Le Grand. He's as good as anyone and better than most.

LLANON, CARDIGANSHIRE

R.J.O.

## Motor racing financial facts

I would like to take issue with Mr D. M. Major over his ridiculous letter, "The Lemmings" (April 5). I have been abroad for the past four or five months and so have not been reading *AUTOSPORT* regularly. I picked up the issue with Mr Major's letter in it purely by chance.

It makes me very angry to read a letter by some complete ignoramus who has the nerve, given only to the completely uninformed, to "accept the problems of development" speak of "relatively low development and maintenance costs," when I know that these "problems" and "costs" involve six figure numbers. I speak with some authority since I and my partner, Roger Nathan, were two "lemmings" who spent every penny we possessed to try to develop a competitive racing car. In our case, the Nathan and Astra. These were, respectively 1- and 2-litre sports cars, very much "lesser formulae" according to Mr Major. The cost of designing, developing and building these cars amounted to £200,000 over five years. John Surtees was absolutely correct in dubbing this as financial suicide, but like all the other small constructors we were prepared to take the risk to become Colin Chapman's and, at the same time, contribute something to the sport.

It is very few drivers who "take a considerable sum out of the sport" and no con-

structor entrant makes any money out of racing. It is done purely to get into large scale production or to advertise a large scale production facility already in existence. If one manufacturer won every single Formula 1 Grand Prix he would lose money if he was relying entirely on the income thus made to finance his racing operation.

LONDON, SW3.

HENRY C. COMBE.

## JPS: Some truth?

Thank God Mr Doodson (Correspondence, April 26) has at last given us the truth about the John Player/Lotus set-up and confirmed what men of goodwill already knew, that Colin Chapman "decided, for a variety of reasons" to call his cars John Player Specials. Would Mr Doodson now please nail once and for all the foul disgusting rumour that I heard recently, that one of these reasons was financial blackmail—to wit, no new name, no money? Would he also confirm what must be obvious to everyone, that the emergence of a new brand of cigarettes packaged and named identically to the cars was pure coincidence and due to Colin Chapman's skill as a clairvoyant equalling that as a racing car designer, and could not in fact have been dreamt up by the Players' public relations office? If Mr Doodson could just clear up these trivial details, it will put the renegades who actually want the name of something to have some connection with that thing, back where they belong.

SOLDHILL, WARMS.

JOHN MORRIS

## Spice's Capri

I understand that a statement from the RAC pertaining to the disqualification of the Group 1 Capri of Wisharts Garage is appearing in this week's issue of your magazine. As the driver of this car, my reason for writing is not one of sour grapes and not to make excuses—just to point out some of the facts of this case.

After a comprehensive eligibility check of the car by the RAC the only thing alleged to be wrong with the car was the wire diameter of the front coil springs. This was found to measure 50 in and the RAC claim it should

be 46 in, a difference of 9 per cent. On the Ford Motor Co's drawings and specifications of the springs, tolerances are given for number of coils, load and rate; the one measurement that is given as a "nominal calculated dimension" is that of the wire diameter. In other words, the tolerances of the wire diameter are unspecified.

The RAC Scrutineer in fact agreed that his judgment of the wire diameter was based on a "purely personal interpretation" of the spring's specification and that he did not consider their presence to have been a deliberate infringement of the regulations. Furthermore, he agreed that the springs in question would make no difference to the car's circuit performance that could not have been more readily achieved by other legitimate means.

THORPE GREEN, SURREY.

GORDON SPICE.

## Paragon of virtue

It was with great distress that I found my Easter copy of *AUTOSPORT* ruined by yet another letter from G. A. Taylor. It is at this time of year that we remember the last man on earth whose outlook was as pure as Mr Taylor would have us believe his is.

In his last (I hope literally) letter he did show a little of his true colours. He must be very proud of himself and what he has really achieved. He must have killed a lot of the interest in prodsports races. The last one I saw was a runaway victory for an homologation special and nothing to follow.

So when at Easter we remember what happened to virtue all those years ago, I also remember two other characters of that time. One counted silver and the other was (as I sign myself) "Doubting Thomas".

NAME AND ADDRESS SUPPLIED

## Another for Regga!

Many thanks for printing Dieter Stappert's letter (April 26). After watching films of the Birrell Beutler crash at Thruxton, I think it was definitely Regazzoni's fault.

NORTHAMPTON.

P. J. COCKS.

The up to 1100 cc racing class was closely contested, with lunchtime leader and class record holder David Franklin (1.0 Huntsman Vixen) taking the class by just over 7/10ths from Alex Brown's shared Ginetta-Imp G17 with the home built Gryphon-Cosworth Mk 3 third.

The 1100 cc to 1600 cc racers had Ken MacMaster in the ex-Ikusawa F2 GRD with Hart BDA to contend with. Coming man MacMaster had both runs well under control, although second man Geoff Rollason was quicker in the wet. Third was Spencer Elton's Brabham Vegantune BT30, while only MacMaster made the Top Ten.

And so it came to the big boys. Peter Boshier-Jones was the first to approach the sort of speeds expected in the wet, while Richard Thwaites was the first sub-50 s run. Roy Lane also got under 50 s before Mike MacDowel did a 48.90 s which was to be second quickest in the morning. David Hepworth, next up, did that in with a 48.72 s to take the morning's lead, while Sir Nicholas Williamson was 4th in the 49 s to take fourth. With the afternoon nearly completely dry, one could forget those times, and when, after a spate of 48 s, Richard Thwaites did a 46.23 s, the pattern was set. Nobody got down to another 46, so it was the 47 s of David Hepworth and Roy Lane which took second and third in class. Then Sir Nicholas Williamson had his slide, and it was all down to who was in the Top Ten.

Meanwhile, there was the second run of historic (before 1960 anyway) cars. The three eldest cars in class took the places, the spectacular Bugatti of Ian Preston leading the similar cars of Jack Perkins and Frank Wa-

It was down in earnest with the Top Ten runners: Cramer, Griffiths, MacMaster, David Good, Boshier-Jones, Richard Shardlow sharing the 4WD Hepworth, MacDowel, Hepworth, Lane and Thwaites. The Champion's wet time would have been the next to qualify and another disappointing entry left out was John McCartney's P153C BRM, McCartney having his first climb at Prescott in the new car.

After two 48 s from Cramer and Griffiths MacMaster put together a neat 47.53 s, Good being in the 48 s, while Boshier-Jones joined MacMaster in the 47 s. Shardlow seemed slower, but was only fractionally with a 47.88 s and then MacDowel came up with a tight 46.47 s. Hepworth was 0.1 s slower with Lane having difficulty getting the power out at Pardon to be only 3/100ths slower. Then Thwaites blew all that apart with a 46.16 s to lead the first round, although he'd put a wheel off at the Semi-Circle which shook him considerably.

Cramer, Griffiths and Good all improved marginally on their 48 s, and MacMaster continued to show form also improving. Boshier-Jones heard big end noises on the line and went Sunday motoring shortly after the start, his first run being good enough for

seventh. Shardlow nearly tried too hard for his 46.79 s while MacDowel improved a tenth with a hard drive. Hepworth seemed to have trouble on his second run, improving a tenth as well, gear selecting seeming to present problems. Lane slid his chances away at Pardon getting locked up and sliding on to the sand, which left Thwaites not having to try again for his 10 points, the first round time being quick enough to take victory. MacDowel's second time earned him nine points, and Hepworth's consistency gave him eight.

## BOB CONSTANDUROS

BYD R Thwaites 46.16 McLaren Chevrolet M100  
50.33 s  
Class winners M. Parker 4.1 B.M.C. Cooper 34.95  
L.S.B. 1.0 F. d. Elton 4.16 1.1 H. 50.00  
T.P. 1.1 1.1 1.1 1.1 1.1 1.1 1.1 1.1 1.1 1.1  
Cobalt 34.86 s A. Douglas-Osborne 1.1 1.1 1.1 1.1 1.1 1.1 1.1 1.1 1.1 1.1  
BMW Alpha 8.1 49.43 s J. Horton Bugati T43 Dr  
L.F. 1.1 1.1 1.1 1.1 1.1 1.1 1.1 1.1 1.1 1.1  
JAP Mk 41 5.93 s D. Franklin 1.0 Huntsman Vixen  
48.90 s 50.74 s 50.74 s 50.74 s 50.74 s 50.74 s 50.74 s 50.74 s 50.74 s 50.74 s  
48.90 s Thwaites 46.23 s Preston 12.1 Bugati T35B  
50.50 s  
RAC Mitcheb Championship Round 2 1 Thwaites  
46.16 s 2 M. Parker 4.1 B.M.C. Cooper 34.95  
46.16 s 3 O. Hepworth 4.1 46.16 s 4 H. 50.00  
46.16 s 5 R. 46.16 s 6 T.M. 46.16 s 7 H. 50.00  
5.1 46.16 s 8 H. 50.00 9 H. 50.00 10 H. 50.00  
46.16 s 47.74 s 7 P. Boshier-Jones 43.5 Brab  
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History repeated itself at Imola on Tuesday, May 1, when Willi Kauhsen took his turbocharged Porsche 917/10 to a comfortable victory over the similar car of Leo Kinnunen as he had done at the opening Interserie race at the Nürburgring in April. Unlike the 'Ring however, the weather stayed fine and competition for the remaining places was close.

Race favourite and pole winner was not surprisingly George Follmer driving his CanAm winning Porsche 917/10 t/c, but once again his Interserie luck did not hold. He stopped half way through the first heat with a smoking clutch and damaged gearbox after he had been struggling from the start with a slipping clutch. After a fantastic effort by both driver and mechanics, Follmer made it to the grid for the second half of the race but retired after a few laps with exactly the same problem. Fellow American Charlie Kemp, driving a second Rinzler/Royal Cola entered Porsche, also dropped out in the second half with no clutch making it a sad day for the Americans. Follmer's one consolation however was fastest lap despite his problems plus a very warm appreciation of his efforts by the good sized crowd.

The only person to head Kauhsen throughout the entire race was Kinnunen who managed to stay ahead for 8 laps at the start of the second 30 lap part, but was soon overcome and left behind by the finish.

## IMOLA

# Kauhsen-Kinnunen again

Story and pictures by JEFF HUTCHINSON

Kinnunen blaming poor handling of his car for his poor performance, George Loos got to grips with his new Porsche 917/10 t/c this weekend and drove a competent race to third place, a lap behind the two leading cars, while Ernst Kraus also put up a fine performance to finish fourth in his normally asperated Porsche 917/10. The faithful old Porsche 908 3 of Reinhold Jost took fifth place with Helmut Kelleners taking sixth with his ex-Hulme McLaren M20 although it never crossed the line after its motor exploded in the second part.

## ENTRY AND PRACTICE

With competitive Interserie cars costing in the region of £25,000 to £50,000 each (for a turbocharged Porsche) and the number of races very limited in which the cars can be used, the entry for each race does not change very much. There are few people who can afford a good car and those that do, race them at every opportunity.

Interserie interest this year has picked up a lot with the arrival of current CanAm champion George Follmer, the series' winning car now painted in his new team's blue and white colours for Royal Crown Cola. Follmer is really living a hectic pace at present with Interserie, 1000 km races and F1 taking up all his time on Porsche's private test

every moment of his time. He seems to thrive on it however, for he went from Wednesday's 1000 kms of Monza in a Porsche Carrera RS, to third place at the Spanish GP in the Shadow on Sunday, and back to Italy on Monday with the CanAm Porsche which he jumped into and set pole position within 10 laps. On each occasion it was the first time he had seen the circuit. Doubts about Follmer's ability and recognition in Europe shown by many journalists, would no doubt have been expelled for good by his strongest critic had he seen George jump out of his 1000 hp CanAm car and nonchalantly dangle his legs over the edge of the pit counter waiting to see who could go as quick after his exhausting programme. Nobody did and Follmer sat on pole for Tuesday's race with a best time of 1 m 34.08 s, only a couple of seconds off the lap record set before the slowing chicane had been built on the pit straight. It was generally agreed to be worth an extra 8 s a lap. Follmer had also provided European spectators with their first chance to see a CanAm car driven on the limit with bags of opposite lock and the realisation of just how much power the car has when one sees Follmer's head knocked back by an invisible fist as the spinning tyres take grip again.

Follmer was really pleased with his car after his Nürburgring handling maladies, the reason being that Mark Donohue had kindly

track on a recent visit to Stuttgart and as George put it, "the car was handling beautifully. All I had to do was get in and drive it, which, on my schedule, is all I have got time to do anyway." While Follmer was setting pole position in the final session, Willi Kauhsen had his car in the back of the transporter. He had set a 37.47 s in an earlier session, in which Follmer had also been quickest, and had decided that the right side of the front row was as far as he would get.

Kelleners had jetted from Sunday's Nürburgring race and like Follmer, had only Monday's practice session to set a time which turned out to be a 37.79 s, which considering he is not Denny Hulme, was a very good time in his ex-Hulme McLaren M20 fitted with one of last year's 8.3 McLaren Chev engines. After damaging their second lot of gearbox internals, a faulty casing was diagnosed and this had to be changed before the race.

George Loos was feeling much happier with his new turbocharged car since the Ring and showed his feelings with a good personal time of 1 m 38.92 s. Kinnunen was very unhappy with his time of 1 m 40.67 s. Whatever tyres, adjustments or combination of both were tried, Kinnunen constantly complained of bad handling which was eventually put down to being a basic fault



A brief lead held by Leo Kinnunen from a hard-chasing

in the chassis and which will no doubt have to be investigated before the next race, Team AAW with its new side sponsor, Neste-Oyl (a chemical company), were not looking happy.

Ernst Kraus was the quickest of the non-turbocharged Porsches with a best of 1 m 41.16 s, a fraction quicker than Teddy Pilette in his turbocharged Chevy-powered McLaren M8F which has seen considerable modification by the VDS team since last year. The engine has been moved farther forward, the blower units on the turbo system lowered, the body reshaped, the driveshafts converted to dough nut couplings plus several other less important changes. All of which have helped, but not cured, the fact that the car is basically too heavy with far too much weight at the rear end. "On a fast corner the car always feels as though the back is going to overtake the front, while at the end of the straight, the brakes have to stop almost a ton travelling at 170 mph or more," explained Teddy when asked how his car was going. Pilette's best time of 1 m 41.24 s just beat the 1 m 41.91 s set by Charlie Kemp, Royal Crown Cola's second driver who was driving the hired Kauhsen Racing Porsche 917/10 running an unturbocharged 5.4 litre engine. The chassis was the original old test chassis which Kauhsen used at the end of last year after damaging his first 917/10 at the 'Ring. Kauhsen's own car was chassis number 015, the latest of the 917/10 series to be built.

Unlike Kraus however, Kemp had the disadvantage of the slower, latest type nose section which is not as fast in a straight line as the normal bull-nose type originally fitted to the 917/10s. The new one was designed for the turbocharged cars where, with 1000 hp, the extra drag on the straight is of little importance. But with (only) 650 hp from the normal engines this drag becomes very real.

Completing the entry list were a pair of the latest KMW prototypes. These Karasek designed cars are now looking a lot smarter than last year's version and feature F1 Lockheed brakes, wheels and gearbox as well as the latest 285 bhp 3.8 litre Porsche Carrera engines. The cars looked very smart but simply lacked the power to do well, Hans Muller-Perschl setting a best time of 1 m 52.47 s in his car which was around 8 s slower than fellow German Reinhold Jost set with his familiar 3-litre Porsche 908/3.

Completing the entry was David Hepworth driving the ex-works BRM P167 of last year, now painted in Hepworth's mustard yellow and featuring a new nose piece. Motor trouble prevented Hepworth setting a decent time in practice while all sorts of trouble prevented

George Follmer was plagued with clutch trouble









The Citroën 2 CV is woven into the tapestry of France. Ugly and unbreakable, it has been part of the landscape for as long as most people can remember, plunging flat-out over roads, tracks, or fields with that immitable cantering motion. Originally propelled by a 375 cc flat-twin air-cooled engine, it has expanded to 425 cc and has acquired more powerful sisters, with flat-twin engines as big as 602 cc.

All these small Citroëns have a highly individual suspension system, which makes their fantastic cross-country performance possible. The four wheels are carried on tubular arms, facing forwards and backwards, operating inter-connected horizontal coil springs which give compensation from front to rear. These arms have free-piston inertia dampers attached to them, which check wheel-bounce, but the soft, long-travel suspension is otherwise unrestricted.

The flagship of the two-cylinder Citroën fleet is the Ami 8, which has additional hydraulic dampers and inboard front disc brakes. The Ami Super, a new model which is the subject of the present test, has front and rear anti-roll bars in addition but, most important of all, it has the 1015 cc flat-four air-cooled engine of the GS. This boosts the power by 87 per cent and makes the Ami Super one of the liveliest small cars at present obtainable.

The Ami Super is an extremely practical vehicle. It can be obtained with four or five doors, the latter version being the one I tested and the most useful—though a bit more expensive. It weighs only a few pounds extra. The car is narrow enough to be nippy in traffic or country lanes, with vast interior space when the rear seat is quickly folded. The bench-type seats, front and rear, are very comfortable though one sits rather upright, with an excellent all-round view aided by the central cleavage of the low bonnet.

If you must have real leather upholstery and walnut-capped doors, the Ami Super is not for you. The interior is strictly functional but some of the equipment works better than on more costly cars. For example, the homely-looking inlets for cool breathing air have a vast capacity and are easy to control. Best of all is the knob which one turns to adjust the headlamp beams while driving, to give maximum illumination irrespective of changes of load.

As the car is about 1½ cwt lighter than the GS, it naturally feels livelier than that model. This is the smaller GS engine, but there is little difference in performance between the two, though the 1220 cc version has a shade more torque. The light-alloy air-cooled flat-four spins up to 6000 rpm with incredible smoothness. It is certainly no noisier than an equivalent water-cooled unit, though the sound has a more metallic quality. Curiously enough, the carburation still has a flat-spot at low revs, which the original GS evinced. Surely this surge or hiccup could be overcome, especially as the cold starting is by no means immediate.

Citroën claim 87 mph but I timed the Ami Super, over and over again, at 92 mph, with a best run at 92.7 mph. At this speed, the speedometer registers 102 mph, which is not unusual, I regret to say. The car seems happy to maintain this speed indefinitely and the fuel consumption does not escalate, as is often the case; the average owner, even when in a hurry, should average over 30 mpg. The gearbox ratios are well spaced, the acceleration in second being particularly brisk. The transmission of this car was actually quieter than that of any GS I have driven yet, with a very pleasant gearchange.

There is some booming of the body panels on occasion, with a bit of thump and rumble from the road, but the level of wind noise is low. The ride is generally excellent, especially over really bad roads, and if you drive an orthodox car immediately after the Citroën



The car corners well, the angle of roll not being excessive due to twin anti-roll bars.

## Ami Super: cheap to run, basic, practical but great fun to drive

it will feel hard and unyielding by comparison. The angle of roll is not at all excessive, thanks to the two anti-roll bars, and though the cantering motion of the 2 CV may just be detected during fast cross-country work, it is never objectionable. The car corners well, the tyres only howling when the limit is approached. There is a moderate degree of understeer at all times, rather more so on wet surfaces. The expected front-drive stability on motorways in side-winds is certainly realised and the Ami Super

never feels to be going as fast as it is.

The steering is quite light during ordinary driving and parking, with fairly strong self-centring action, but it becomes rather heavy when sharp corners are taken at the absolute limit. The brakes behave perfectly at all times, with plenty of power in reserve. Naturally, there is sufficient urge to spin the wheels lustily on a dry surface and the tyres give a merry yelp when a rapid change is made from first to second gear. The little car is the greatest possible fun to drive and most

The five door body is certainly worth the extra cost for with so many grocery shops cancelling their delivery services, it's a case of fetching it yourself nowadays.





# Road test

people think it is a 2-cylinder Ami-8, which worries them a good deal when you go flying past them.

There is a plastic shield covering most of the air intake at the front and this avoids overcooling. After a considerable distance at maximum speed, a warning light begins to flicker, when it takes but a moment to tear off the shield. The car goes just as well with our it, but the heater then loses much of its effectiveness. Normally, the heater is quite efficient and easy to control, though it loses power if the car is driven slowly for long, as is the way of air-cooled cars; there is a blower that can be turned off except at town speeds.

The Ami Super is a most enjoyable little car to drive, partly owing to the consternation caused by such a Q-ship but principally because there is so much good sense in its design. I must admit that I detest spending money on petrol and its moderate thirst at relatively high speeds appeals to me. The five-door body is certainly worth the extra cost, for with so many grocery shops cancelling their delivery services it's a case of fetching it yourself nowadays. Developed from the 2 CV, the car of the French peasant farmers, it is tough and basic. It is cheap to run and maintain, but it has enough performance to show most small cars the way; perhaps it is accidental that it also has handling characteristics which appeal strongly to the enthusiastic driver.

## SPECIFICATION AND PERFORMANCE DATA

Car tested: Citroën Ami Super 825 cc 1000 cc 1100 cc 1200 cc 1300 cc 1400 cc 1500 cc 1600 cc 1700 cc 1800 cc 1900 cc 2000 cc 2100 cc 2200 cc 2300 cc 2400 cc 2500 cc 2600 cc 2700 cc 2800 cc 2900 cc 3000 cc 3100 cc 3200 cc 3300 cc 3400 cc 3500 cc 3600 cc 3700 cc 3800 cc 3900 cc 4000 cc 4100 cc 4200 cc 4300 cc 4400 cc 4500 cc 4600 cc 4700 cc 4800 cc 4900 cc 5000 cc 5100 cc 5200 cc 5300 cc 5400 cc 5500 cc 5600 cc 5700 cc 5800 cc 5900 cc 6000 cc 6100 cc 6200 cc 6300 cc 6400 cc 6500 cc 6600 cc 6700 cc 6800 cc 6900 cc 7000 cc 7100 cc 7200 cc 7300 cc 7400 cc 7500 cc 7600 cc 7700 cc 7800 cc 7900 cc 8000 cc 8100 cc 8200 cc 8300 cc 8400 cc 8500 cc 8600 cc 8700 cc 8800 cc 8900 cc 9000 cc 9100 cc 9200 cc 9300 cc 9400 cc 9500 cc 9600 cc 9700 cc 9800 cc 9900 cc 10000 cc 10100 cc 10200 cc 10300 cc 10400 cc 10500 cc 10600 cc 10700 cc 10800 cc 10900 cc 11000 cc 11100 cc 11200 cc 11300 cc 11400 cc 11500 cc 11600 cc 11700 cc 11800 cc 11900 cc 12000 cc 12100 cc 12200 cc 12300 cc 12400 cc 12500 cc 12600 cc 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Noel Edmonds well ensconced in the lead of the DJ race from Emperor Rosko, Dave Lee Travis, John Peel, Johnny Moran and Steve Jones.

## BRANDS HATCH

# Well done Super Noel!

By ROBERT FEARNALL

Having completed his customary first-rate Sunday lunch-time programme, Noel Edmonds made a quick dash to Brands Hatch, to dominate last Sunday's novel and well-contested Radio DJ race and help the BBC Disc Jockeys team beat the Record Company representatives by 52 points to 54. Edmonds' performance in the terribly wet conditions was most creditable and the 25-year-old local hero—local because he lives within a few miles of Brands at New Ash Green—later commented that he would like to do a bit more racing. He was offered a Mexico to race this season, straight after his win!

The inclusion of this DJ versus the Record Company men race filled the grandstands despite the weather and the crowds were well entertained by the notable guests, who entered into the spirit of things in a very enthusiastic manner, captained by Dave Lee Travis.

Coping with the foul conditions and numerous accidents, the BRSCC ran off the packed 10 race programme in a most commendable and unflustered fashion, although the racing tended to suffer as a result of the conditions. Biggest surprise came in the large Castrol production saloon race, in which Gordon Spice dominated the event in a borrowed 3-litre Capri.

Following heavy rain in practice, it was still pouring when the small saloons did battle for honours in the most successful of the special saloon championships this year, the Esso Uniflo series. Not as though that deterred Ray Calcutt from taking the lead from the second row as the cars reached Paddock for the first time, and Calcutt and the pole position Imp of 25-year-old John Homewood set quite a pace on the first lap which the Minis couldn't maintain. However, Calcutt's race came to an abrupt end and as he crossed the line to start the second lap he coasted to a stop on the entrance to Paddock, from where he continued for a few laps before retiring for good with a broken throttle cable. This left Homewood with a convincing lead for the rest of the race, while Peter Baldwin's Mini was having difficulty in keeping Roger Saunders' Mini at bay and when Baldwin made a slight mistake at Druids on the seventh lap by going wide, Saunders' Sigma Mini was through into runner's-up spot, which he consolidated by nearly 2 s at

the finish. John Walsh's Mini seemed secure in fourth place until the eighth lap when the petrol tank came adrift and he retired, with Paul Harmer's Mini which was penalised 1 m for jumping the start, catching Walsh when he hit the bank at Kidney. Roger Gill's drive in the 850 class was a particularly fine effort, for he was push started after flag and proceeded to work back into the lead of the class and fourth overall, although the unfair 10 s push start penalty dropped him back to second in class, behind Jo Lockyer's M.n.

The heavy rain meant that the DJs were unable to perform many of their acts they had planned prior to the start of their 10 lap race, but they still gave the grandstands lots of fun with their interviews and antics on the grid, the amusing proceedings being further enhanced by a superb commentary by Radio 1 travel announcer Chris Grant who would be a most welcome addition to more commentaries at race meetings. Organised by Formula One of Carnaby Street, the DJs had the opportunity to drive the Mexicos earlier in the week but that was in the dry. The DJ men occupied the first eight Shellisport Mexicos on the grid, with Dave Lee Travis and Noel Edmonds (who practised just before the start), on the front row; Emperor Rosko and John Peel on the second; Johnny Moran and Steve Jones on the third; and Dave Gregory and Nicholas Parsons on the fourth, with the various record company representatives filling the next eight cars on the second half of the grid.

Noel Edmonds, who to begin with queried why a radio wasn't fitted to his car, rushed off into the lead and soon pulled away with Rosko, DLT, John Peel and Steve Jones nose-to-tail in second to fifth places. From the record company team, Kenny Smith (Phonogram) was making excellent ground from his 14th grid spot and by the second lap was challenging Rosko for second place, Rosko having shaken off a strong challenge from DLT. However, the Emperor threw all that away with a spin at Druids on the third lap, leaving Kenny Smith to close significantly on Edmonds.

Smith's efforts ended when he spun entering Bottom Straight on the fourth lap, which caused DLT and Steve Jones to take good avoiding action, while Chris Worrall from Decca was beginning to challenge DLT

for third. Steve Jones' claim to second place lasted very little time as he spun out of Paddock on the fifth lap, so Worrall was now up to second having got ahead of DLT. Kenny Smith was making up quick ground again after his spin and by the sixth lap had re-passed DLT for third place, with the two not all that far behind second man Worrall, who spun under the pressure at Kidney on the ninth lap and then spun again at Paddock on the last lap, dropping him to sixth.

Edmonds meanwhile wasn't having things all too sweet up front. On the sixth lap, Bill Fowler of WEA spun in front of him when Noel was lapping the record man at Paddock and on the eighth lap, Noel had a huge sideways moment coming out of Druids, but controlled it well to take a 5 s win. Kenny Smith pulled away from DLT for second place with Steve Jones making excellent progress after his spin when he was down in ninth place, and eventually he finished fourth. Around mid-distance there was quite a hectic dice going for next place between Steve Colyer of CBS, John Peel and Rosko, but Rosko and Colyer spun at Druids and Peel was up to fifth, 4 s ahead of spinner Rosko and Colyer. Of the other DJs, Johnny Moran finished 10th and Dave Gregory was way back in 13th with Nicholas Parsons coming home 12th. All in all, a great deal of fun with all the DJ guests making a lap of honour which the crowd responded by giving them a tremendous reception. Well done all round!

Richard Morgan dominated the first of the STP Formula Ford heats, his Vegantune-powered Lotus 81 holding a commanding lead throughout the 10 laps from Frank Hopper's similarly-powered Royale RP16, which started to reduce Morgan's lead quite significantly near the end. Terry Fisher's Merlyn Mk20A took third place, although Donald Macleod had been charging through the field from a low grid position to close to within 1½ s of Fisher on the last lap, and then Macleod crashed into the bank at Clearways. Once Stephen South had deposited his Ray into the bank at Pilgrim's Rise on the fourth lap, Geoff Lees' Alexia Mk188 took over fourth spot from Ted Went's Elden. The Merlyns of Patrick Neve and John Crowe spun twice, so were well down in this race.

From pole position, Barrie Williams' GN Firenze made use of it to hold the lead of the £1050 to £1500 Castrol production saloon race in to Paddock, but a similar car driven by Derrick Brunt took over the lead at Druids with Bernard Unett's Hunter GLS making excellent progress from the third row to take over second place by the end of the first lap. Unett pressed the Firenze very hard until the third lap when the Kiebert-shod Hunter slipped by going into Paddock and Bernard proceeded to walk away with the race. Brunt was clear in second place once Barrie Williams spun at Kidney, an action he later repeated at Paddock.

Third place was held by Neil McGrath's Mexico, but once Richard Scantlebury's Opel Ascona had displaced Tim Stock's Firenze at Druids on the fourth lap, the Opel hauled in the Mexico and relieved it of third place on the seventh lap with McGrath having a hairy moment at Druids trying to keep up. Scantlebury thereafter held on to a good third place with Derek Wileman's Mexico making good

Barrie Williams spins his Firenze.





ground from the back row, where it started the race and proceeded to slam through the field on the first lap at an alarming rate. Wileman soon got up to fifth, having quite a dice with Denis Thorne's Firenza until Thorne spun at Druids and Wileman proceeded to catch and demote McGrath to hold fourth place and at the finish he wasn't far behind the Opel. McGrath took fifth with Tim Stock battling with a terrible handling car after the front suspension was damaged in a collision with the bank in practice when a silver car suddenly moved across in front of him. Stock had a couple of autocrossing moments at Druids before finishing sixth, well ahead of Thorne after the latter's spin. The Moskvich domination of the cheapest class continued with Tony Lanfranchi being well ahead of Bill McGovern and Eric Horsefield.

The second STP Formula Ford here lost much of its interest on the first lap with Derek Lawrence's Dulon MP15 being challenged hard for half of the lap by Roy Klomfass' Royale RP16 until the South African spun at Bottom Bend and managed to continue in 10th place. Lawrence was unchallenged for the rest of the race with Roger Bruce-White's Dulon LD8/15 holding second place until the fifth lap when he crashed at Paddock. Robert Arnott's Merlyn Mk24 inherited second place, Arnott having pulled away from Chris Pryer's Lotus 69 which got the better of David Barden's Royale RP16 on the sixth lap. Klomfass spun again at Druids before he settled down and recovered well to take eighth, while Richard Hawkins lost his sixth place by planting his Titan into the armco at Druids.

The foul weather ruined the anticipated dice between Vince Woodman's 2-litre Escort and Mick Hill's Boss Capri in the larger Escort Uniflo special saloon race. Woodman, who was using the smart G2 VMW Motors, Broad speed 2-litre alloy block BDA engine Escort, slithered off pole position to lead Bob Fox's Mini Clubman twin-cam into Paddock, where Woodman went sideways leaving the corner and spun round on to the infield before continuing in fifth. Woodman soon picked up through the field getting up to second place at the end of the fourth lap, but then spinning again as he accelerated out of Druids, just missing the armco. Vince continued in third and got up to second within a few laps, but Woodman could not make much impression on Fox, whose winning margin was 9 s at the finish. Bernard Bird's Mini-Cooper S took third place, Bird holding second place on the occasions Woodman made his errors, with Mick Hill taking things nice and easy in the Boss Capri to take fourth place, although at the finish his place was almost taken by Paul Hutton's Mini which had Nick Whiting's Escort-FVA right on its tail in the closing laps while Tony Whibley's Vauxhall Viva dropped away in seventh. Terry Harmer's Cooper S was never in contention and retired with a sick engine.

Nick Faure continued his domination of STP production sports car racing with his Porsche Carrera RS being shadowed for much of the race by John de Stefano's similar car although towards the end, Faure pulled away by 6 s. Malcolm Wayne's Lotus Europa Big Valve was unchallenged in third place on its first appearance to take the £1625 to £3000 category, any challenge from Julien Stock's Sports Motors Europa fading on the third lap when Stock spun out of contention at Druids. Fourth place contained most interest with Alan Minshaw's Porsche 911E having to contend with a strong challenge with Shaun Jackson's Triumph TR6; although the two didn't change places, there was never much between them and fifth man Jackson, of course, won his class. Roger Smith's Elan Sprint was out of touch in sixth place, and Geoff Till once again picked up the cheapest class in his Midget, although Mike Chittenden (also Midget mounted) closed to within 3 s at the finish.

The politics of the largest section of the Castrol production saloon car championship round are dealt with in Pit and Paddock, so here we will keep to the racing. With his usual Capri excluded from the championship, Gordon Spice was at the wheel of John

Hanon's usual ex-Matthews Broadspeed 3-litre Capri and not only took pole position with it, but went straight into an unchallenged lead. Although it had stopped raining by now, the track was still sufficiently wet for Spice's Torino-shod to dominate the race with Richard Lloyd's AJ Rivera Chevrolet Camaro immediately establishing a commanding second place. Lloyd's Camaro, bouncing madly along Pit Straight, closed the gap on the Wisharts Capri towards the finish with less than 5 s separating them, Spice's victory being some kind of recompense for his other disqualification.

But what of the BMWs? Roger Bell's Rothmans Si, on Avon tyres, started off well in third place, Bell adopting some magnificent slides through the corners to hold off Tony Lanfranchi's Shell Luxembourg BMW and John Brindley's 3-litre Capri. Bell who remarked afterwards that it wasn't wet enough, kept Lanfranchi at bay until the fourth lap when the Rothmans BMW went very sideways at Clearways and was smitten by the Lanfranchi BMW, while Brindley just managed to avoid both. The result was two slightly dented BMWs; Lanfranchi up in third place from Brindley; with Bell quite some way behind in fifth. Lanfranchi however, then came under considerable pressure from Brindley and on the sixth lap, the blue Capri went through into third place at Druids with the BMW well crossed-up on its wake and there after Brindley pulled away and wasn't all that far behind Lloyd's Camaro at the finish.

Bell held on to fifth place, with John Handley's Alfa succeeding in keeping Mike Crabtree's 3-litre Capri out of sixth place, although it wasn't half close at times! Andy Slaughter's Mazda RX3 was well-placed in eighth until it spun entering Bottom Straight, and Tony Shaw's 3-litre Capri went up a position with Stan Clark's Alfa GTV recovering from a first lap spin at Kidney to follow Slaughter across the line, in 10th place.

The £400 to £1050 class lost Jenny Birrell's Simca Rallye in practice when it was considerably damaged against the Paddock Bend sleepers, and Ivan Dutton's Escort Sport took its customary lead from John Lyon's Escort Sport which was penalised 1 m for jumping the start and was right on the tail of Dutton, when the championship leader spun off at Paddock. This left Lyon well clear for the rest of the race, but he was penalised anyway, so the class win went to Dutton, who made a very good recovery to finish behind Lyon on the road. In his recovery, Dutton had quite a time getting by Keith Wallace's Simca Rallye which was leading the class until then because of Lyon's penalty; life between the two got very close indeed until

Dutton squeezed by on the ninth lap and Wallace then spun leaving Druids on the last lap and dropped well back.

With proceedings running rather late, the STP final was reduced from 15 to 10 laps which was quite enough for Richard Morgan to prove his point in dominating the race from the start to finish in his Lotus-Vegan-tune B1. Morgan's main opposition was sidelined on the first corner when Frank Hopper's Royale RP16 catapulted over Derek Lawrence's Dulon which eliminated Hopper against the bank and Lawrence a little later in the pits with damaged suspension. Terry Fisher's Merlyn Mk20A held second place until that retired to the pits on the third lap with a broken throttle linkage, which elevated Ted Wentz' Elden in to runners-up spot but he then spun at Druids at half-distance.

John Crowe's Merlyn Mk17.20, having started from the sixth row, took over second place which he consolidated to the finish, by pulling out 8 s over Bob Arnott's Merlyn Mk24 which had Wentz and Rob Wicken's Merlyn Mk17A hard on its heels at the finish, although Wentz was well out of the picture when a 1 m jump start penalty was added. Howard Drake's Royale RP16 and Chris Pryer's Lotus spun off at Bottom when well placed with Mike Chittenden's Merlyn Mk24 which ended its race in the Druids armco. Out of all the confusion, Patrick Neve's Merlyn Mk24 took fifth place from David Barden's Royale RP16, with Geoff Lees' Alexis just beating Roy Klomfass' Royale to the line by inches in seventh, Klomfass having made good ground after starting on the penultimate row. Drake spun again at Druids when leading this latter pair.

Completing this massive programme was a ShellSport Celebrity race in which Jo Lockyer and ShellSport's Keith Kirby eliminated their Mexicos at Paddock in the warming-up laps, Kirby's accident looking particularly nasty when the car caught fire but very prompt action by the marshals soon had the raging inferno under control. From the front row, Tony Lanfranchi held the lead for most of the race until he was joined shortly after half-distance by celebrity, Keith Holland. Lanfranchi kept Holland out of first place until the last lap when the Formula 3000 pilot went round the outside of Lanfranchi at Paddock and the two rushed round Druids side-by-side where a bit of nudging work saw Holland reappear at Bottom Bend in the lead and that's where he remained at the finish. Gordon Spice, from 12th grid position, passed John Homewood and Ivan Dutton on the last lap for third place, Dutton having quite a battle with Ray Allen until Allen spun round like a top on the inside of Paddock. Bernard Unitt beat Nick Faure by fractions for sixth place.

**Esso Uniflo Special Saloon Car Championship round (10 laps)**  
Overall 1. John de Stefano (1.7) Porsche 4.1 s 64.47 mph 2. John de Stefano (1.7) Porsche 4.1 s 64.47 mph 3. John de Stefano (1.7) Porsche 4.1 s 64.47 mph 4. John de Stefano (1.7) Porsche 4.1 s 64.47 mph 5. John de Stefano (1.7) Porsche 4.1 s 64.47 mph 6. John de Stefano (1.7) Porsche 4.1 s 64.47 mph 7. John de Stefano (1.7) Porsche 4.1 s 64.47 mph 8. John de Stefano (1.7) Porsche 4.1 s 64.47 mph 9. John de Stefano (1.7) Porsche 4.1 s 64.47 mph 10. John de Stefano (1.7) Porsche 4.1 s 64.47 mph

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Mike Wilds' Ensign leads Ian Taylor's victorious March in the F3 race.

## MALLORY PARK

# Full marks to Ian Taylor

By IAN TITCHMARSH

The BARC returned to Mallory Park for the first time since the March F2 meeting and presented the first true club racing of the year at Mallory Park last Sunday. It was one of those "championship" programmes, however, which ensured the very best sort of club racing spoilt only by the showery weather which slowed the later events and practice. Tom Pryce and the works Royale should have finally convinced any doubters that this is the combination to beat in Formula Atlantic this year, the Welshman dominating practice and the race with apparent ease. Colin Vandervell hot-footed it back from Pau after crashing his F2 car and arranged a late entry for his Team Triplex March 73B, the effort being rewarded with second place after David Purley retired his older March for the first time this year with a broken driveshaft. Ian Taylor won the Forward Trust F3 round in the Baly Group/Chris Andrews March 733 after a stern chase of Mike Wilds, who had benefited from a first lap boo-ha at the hairpin.

First of the six races counted towards the Shellsport Gregor Grant Clubmen's Formula Championship and with both classes running together and few non-arrivals, several reserves were disappointed. Saddest of these was Richard Cresswell who put his self-made Phantom on the outside of the front row but was omitted in favour of someone who had practised out of session, which seems a trifle odd. Rob Cochran sat on pole position in the Bladen BR15, shod with Dunlop CR88s since the track was still wet away from the racing line. When the flag fell, Noel Stanbury, from the third row, took advantage of the gap left by Cresswell to streak into Gerard's first alongside Cochran and Dick Mallock's U2 Mk12, but the Gryphon driver lost it on his slicks on the wet outside of the corner and spun. The ensuing confusion eliminated not only Stanbury with a badly twisted

chassis but the fast 1 litre U2s of Creighton Brown and Peter Cooke, as well as delaying the Gryphon of Stuart Glass which was running a new, downdraught Norman Abbott-prepared engine for which much torque and 178 bhp were claimed. The price sounds a lot too!

Out in front it was Mallock who took over from Cochran with Richard Groombridge, in another promising home-built device, the Hustler CF3A, hard after them, having deposed Vernon Davies' U2 Mk11B on the second lap, the Welshman finding his car still not recovered from its Oulton bump on Good Friday, and a consequent handout. For a few laps Cochran looked likely to take over the lead from Mallock at any moment until a front mudguard stay slipped and allowed the wing to come into contact with the tyre. Prudently

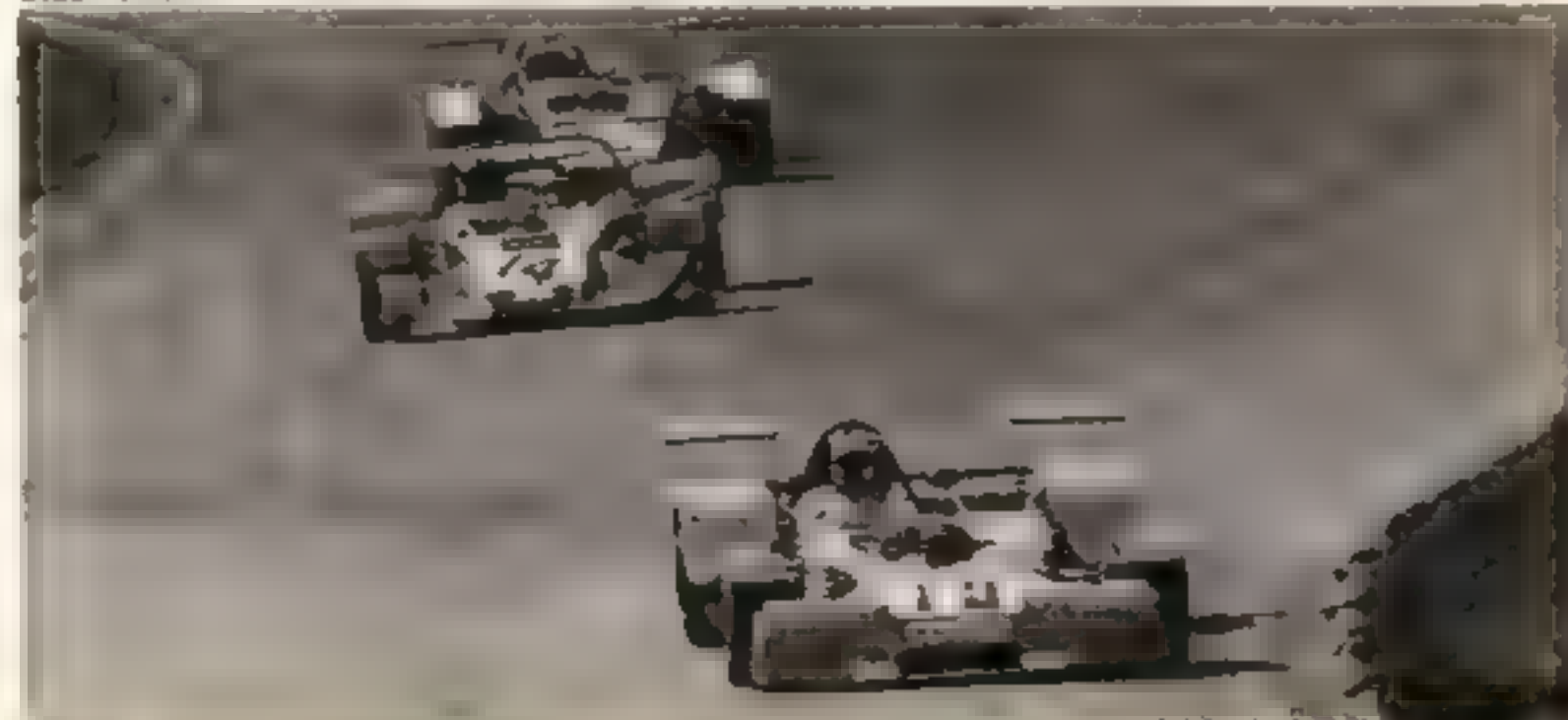
Cochran eased off, allowing Groombridge past to hustle Mallock. The U2 driver is too experienced to wilt under pressure, however, and ran out the winner by 0.8 s from an overheating Hustler. Cochran slowed so much he was almost caught on the last lap by Davies who was being hurried along by Sid Merler's Gryphon and the U2s of Alan White and Brian Husbands. All five cars finished in a close bunch with tail-end Charlie Husbands actually setting the fastest lap of the race.

With the elimination of Cooke and Brown on the first lap Derek Walker found himself and Ladybird way out in front of his class, finishing over 10 s ahead of Peter Froude's Gryphon C71 despite seeming to ease off considerably in the close stages. Mallock was a deserving but lucky winner for the most cone of the U2 began to fall off as the race progressed. As the race bulletin said: "He was observed," but that was all!

After his scrutineering troubles at Snetterton Gerry Marshall was taking no chances with the spoiler on the boot of his Thames TV Firenze and produced a letter from the RAC which confirmed that bonnets and boot-lids are free whatever their Blue Book may say. Despite this it took Gerry most of the meeting to convince the powers that be otherwise. Needless to say he won the over 1-litre Forward Trust special saloon round with consummate ease, setting the only new lap record of the day in the process, 0.2 s better than the Dave Brodie/Mick Hill time from 1971. Dave Millington's less potent but nicely driven Firenze was a secure second while the real excitement lay in the battle for 1300 class honours. After missing practice when the clutch slave cylinder broke, Ian Briggs started from the back of the grid in his 1.3 Cooper S like a scalded cat, coming round in fifth place (out of 18) after only a lap. John Watts in the TSB Cooper S had already established a fair lead in third place overall but Briggs gradually whittled this away until lap 6, when his first bid ended in him overshooting the hairpin. Undaunted, he set off again and scorched past Watts on Stebbes Straight with a lap to go. Third in this class, and fifth overall, should have been Ian Richards' Cooper S but he was lapped by Marshall on his last lap after the winner had taken the flag, being waved into the paddock before crossing the line, which was hard luck indeed after a good drive. John Turner's exciting Escort-BRM V8 fluffed its start from the front row, causing several phenomenal avoidances, with petrol surge. Eighth on lap one, he was soon up to fourth a lap later only to retire when the prop shaft snapped a few moments afterwards.

Whatever may have been happening at Pau, there was still a full 20-car grid for the all-too-brief Forward Trust F3 race although Alan Jones almost missed out. After taking over the entry and bodywork (but not the car) of Jerry Gamba, the DART GRD driver lost it under braking for the Esses in practice and dented the tub on one side. New suspension was grafted on and Jones took up his place on the outside of the front row

Clubmen's excitement with Richard Mallock leading Richard Groombridge and Rob Cochran.







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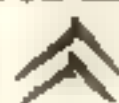
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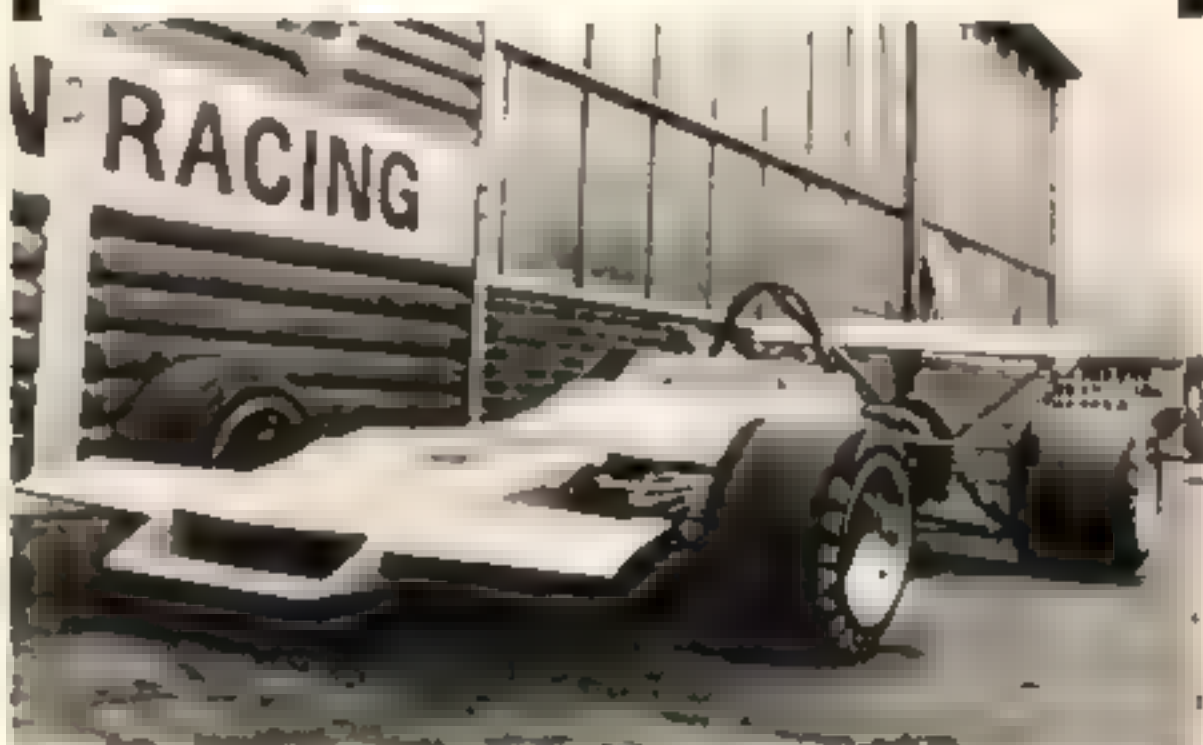
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Gerry Marshall's Ferrari dominated the special saloon race

alongside Tony Brise, still running his GRD 373 2, and Mike Wilds' Ensign. Ian Taylor's March 733 and Damien Magee's Brabham BT41 made up row two ahead of Mo Harness (Modus Ensign), Tony Rouff's rebuilt GRD 373 and Brian Henton (GRD 373) who is finding that F3 is proving rather costly when other people involve you in their accidents.

With the track at its driest of the afternoon, it was slicks all round and Wilds made the best of the start to lead into Gerrards from Brise, Magee and Taylor. At the hairpin for the first time Magee touched the back of the GRD, spinning the latter and delaying the Ulsterman too. Just after rounding the corner Harness, in third place, clipped Henton, sending the wretched GRD driver into the barrier once more through no fault of his own. So Wilds completed lap one with a healthy lead already over Magee, Taylor, Harness, Jones and Russell Wood, who had come up well from the sixth row of the grid. Taylor quickly passed the Marshall Wingfield Ltd Brabham of Magee and set off after Wilds, whose Dempster Developments Ensign was beginning to justify its backers' heavy investment. Magee was meanwhile being caught by Harness but the Ensign driver never found himself in a position to take over third, until the last lap that is.

Which brings us back to Brise who completed the first lap with a flapping nose cone in 14th place, he dropped two more places on lap 2 and then began to move up again. A completely misjudged attempt to pass John Sheldon's Royale at the Esses on lap 4 spun both cars and fortunately caused little damage, although Brise withdrew briefly to the pits. He then spent the rest of the race cruising round waiting for Magee until, on the last lap, with Magee under pressure not only from Harness but also Leonel Friedrich in the Peter Bloore Racing prepared March 733, Brise appeared to balk the Brabham driver on two occasions, enough to allow both his pursuers past. Not surprisingly, there were scenes in the paddock afterwards. Magee protested and Brise was fined £20, which seems a very lenient penalty for some highly dangerous conduct which this talented driver should not have to resort to. Somehow, although no protest had been lodged, the Stewards managed to fine Magee £10 for the first lap incident (a charge which Magee vehemently denied) which was far less serious than either Brise v Sheldon or Harness v Henton, all of which are presumably part of the current F3

racing. "It's about time Magee was taught a lesson" one of the officials is supposed to have said, which is strange justice, while another commented: "The trouble with these F3 lads is, they drive too fast!" Yes really!

Up at the front there was a good, clean sensible dice going on for the lead between Wilds and Taylor, the March driver taking over first place on lap 7 and looking certainly the fastest driver on the circuit. Wilds never gave up but the race was undoubtedly Taylor's to give the Formula Ford champion yet another good result in his early F3 days. Wood retired at the same time as Taylor took the lead, the Chequered Flag March 733 having sustained a broken shock absorber which drastically affected the handling. Wood had been fifth at the time, harrying Harness and he left the way clear for two more 733s, those of Friedrich and Masami Kuwashima, having his first race in his new car. The very promising Brazilian, who had started alongside Wood on the grid, eventually drew away from the Japanese driver, who was still sorting out his car, and might have improved on fifth on the last lap despite Brise's intervention. Alan Jones found his makeshift car almost undriveable but struggled on for ninth place behind the GRDs of Rouff and Neil Ginn.

The rain returned as the 1 litre saloons lined up on the grid, so they dived back into the paddock for some swift tyre swapping. When the race started Ray Payne took his Hartwell Imp into the lead from the pole position occupant, John Hipkiss and his Mini-Ford, while the Imp of Peter Monkhouse followed close at hand. An unaccustomed mistake by Payne at Gerrards on lap 3, when he clipped

the grass and spun, handed the lead to Hipkiss and covered Monkhouse in mud, so that the purple Mini screamed to victory by a substantial margin. Martin Sellicks took over second in his Cooper S pursued by the rapid 850 Mini of Peter Crouch and Monkhouse, while Payne carried on in ninth. His splendid recovery was the highlight of the race and it brought him all the way back to third on the last lap, a mere 0.2 s behind Sellicks and 0.8 s ahead of the indecently quick, class-winning Crouch.

Formula Atlantic has certainly established itself as the premier class of club single-seater racing by reason of its speed, sound, spectacle and the sanity of the drivers when compared with F3. A full grid presented itself for this BP round with Tom Pryce a firm favourite after some superb laps on the wet track in practice. For the race it was a little drier but still "wet" weather although both Ray Mallock, running a hired Swindon Racing Engines BDA in his Chequered Flag March until the Holbay is ready, and Stan Matthews (Ensign) chanced their arm on slicks, with singular lack of success.

It was the front row of Pryce, David Purley and Colin Vandervell which dominated the race in that order until the smart blue LEC car stopped at the Esses on lap 5 with the snapped driveshaft. Any thoughts that Vandervell would come up with one of his late challenges were soon quelled as the Royale just seemed to go faster and faster, while the Triplex March was hampered by insufficient wing angle. A very confident third was Ken Bailey in his recently Falconer-bodied March 722, the Formula Ford expert showing that he has much more ability than he is often given credit for. Another pleasant surprise from a North Westerner was supplied by Stephen Choularton, who has rarely looked convincing in past seasons, but now drives his March 733B with great pace. He not only dealt firmly with a challenge from Jim Murdoch's Tui but also closed significantly on Bailey in the last few laps, losing out by only 0.6 s. Yet another Lancastrian March driver, Mike Mather, was able to show his form in an untroubled race bringing his March 722 home into sixth, 0.8 s behind Murdoch and well ahead of John Nicholson's Lyncar. Everyone else was lapped and had been led for several laps by Geoff Friswell's Surtees TS10. Yet again the wretched Mallory Park luck of the Clubmen's expert struck and the car spun off at Gerrards on lap 11. The damage was so bad that it is doubtful if Friswell will be seen racing again this year, although he was completely unhurt.

Enough Formula Ford entries were received to make two races, despite the non-championship status of the event, and it was a pity the organisers did not oblige in view of the relatively short programme. Most of the drivers were new faces but one who certainly wasn't was Peter White who drove his Pallaser WDF2 to a comfortable victory ahead of Keith Fletcher's WRA Engineering Royals RP16. Present leader of the Vandervell Novices Award at Silverstone, David Heale, drove his Dulon LD9 with not a little skill to set fastest lap and finish a close third to Fletcher while the elderly but well prepared BPG Mk4 of John Bright took a good fifth ahead of two more Dulong, the MP15 of Clive Power and Ian Moore's LD9.

Shellport Clubmen's Formula Championship round (10 laps)									
1	2	3	4	5	6	7	8	9	10
John Hipkiss	Ray Payne	Peter Monkhouse	John Bright	Alan Jones	Neil Ginn	Tony Rouff	Brian Henton	Mo Harness	Mike Wilds
1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4
2	3	4	5	6	7	8	9	10	11
John Hipkiss	Ray Payne	Peter Monkhouse	John Bright	Alan Jones	Neil Ginn	Tony Rouff	Brian Henton	Mo Harness	Mike Wilds
1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4
3	4	5	6	7	8	9	10	11	12
John Hipkiss	Ray Payne	Peter Monkhouse	John Bright	Alan Jones	Neil Ginn	Tony Rouff	Brian Henton	Mo Harness	Mike Wilds
1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4
4	5	6	7	8	9	10	11	12	13
John Hipkiss	Ray Payne	Peter Monkhouse	John Bright	Alan Jones	Neil Ginn	Tony Rouff	Brian Henton	Mo Harness	Mike Wilds
1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4
5	6	7	8	9	10	11	12	13	14
John Hipkiss	Ray Payne	Peter Monkhouse	John Bright	Alan Jones	Neil Ginn	Tony Rouff	Brian Henton	Mo Harness	Mike Wilds
1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4
6	7	8	9	10	11	12	13	14	15
John Hipkiss	Ray Payne	Peter Monkhouse	John Bright	Alan Jones	Neil Ginn	Tony Rouff	Brian Henton	Mo Harness	Mike Wilds
1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4
7	8	9	10	11	12	13	14	15	16
John Hipkiss	Ray Payne	Peter Monkhouse	John Bright	Alan Jones	Neil Ginn	Tony Rouff	Brian Henton	Mo Harness	Mike Wilds
1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4
8	9	10	11	12	13	14	15	16	17
John Hipkiss	Ray Payne	Peter Monkhouse	John Bright	Alan Jones	Neil Ginn	Tony Rouff	Brian Henton	Mo Harness	Mike Wilds
1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4
9	10	11	12	13	14	15	16	17	18
John Hipkiss	Ray Payne	Peter Monkhouse	John Bright	Alan Jones	Neil Ginn	Tony Rouff	Brian Henton	Mo Harness	Mike Wilds
1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4
10	11	12	13	14	15	16	17	18	19
John Hipkiss	Ray Payne	Peter Monkhouse	John Bright	Alan Jones	Neil Ginn	Tony Rouff	Brian Henton	Mo Harness	Mike Wilds
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11	12	13	14	15	16	17	18	19	20
John Hipkiss	Ray Payne	Peter Monkhouse	John Bright	Alan Jones	Neil Ginn	Tony Rouff	Brian Henton	Mo Harness	Mike Wilds
1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4
12	13	14	15	16	17	18	19	20	21
John Hipkiss	Ray Payne	Peter Monkhouse	John Bright	Alan Jones	Neil Ginn	Tony Rouff	Brian Henton	Mo Harness	Mike Wilds
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13	14	15	16	17	18	19	20	21	22
John Hipkiss	Ray Payne	Peter Monkhouse	John Bright	Alan Jones	Neil Ginn	Tony Rouff	Brian Henton	Mo Harness	Mike Wilds
1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4
14	15	16	17	18	19	20	21	22	23
John Hipkiss	Ray Payne	Peter Monkhouse	John Bright	Alan Jones	Neil Ginn	Tony Rouff	Brian Henton	Mo Harness	Mike Wilds
1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4
15	16	17	18	19	20	21	22	23	24
John Hipkiss	Ray Payne	Peter Monkhouse	John Bright	Alan Jones	Neil Ginn	Tony Rouff	Brian Henton	Mo Harness	Mike Wilds
1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4
16	17	18	19	20	21	22	23	24	25
John Hipkiss	Ray Payne	Peter Monkhouse	John Bright	Alan Jones	Neil Ginn	Tony Rouff	Brian Henton	Mo Harness	Mike Wilds
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17	18	19	20	21	22	23	24	25	26
John Hipkiss	Ray Payne	Peter Monkhouse	John Bright	Alan Jones	Neil Ginn	Tony Rouff	Brian Henton	Mo Harness	Mike Wilds
1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4
18	19	20	21	22	23	24	25	26	27
John Hipkiss	Ray Payne	Peter Monkhouse	John Bright	Alan Jones	Neil Ginn	Tony Rouff	Brian Henton	Mo Harness	Mike Wilds
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19	20	21	22	23	24	25	26	27	28
John Hipkiss	Ray Payne	Peter Monkhouse	John Bright	Alan Jones	Neil Ginn	Tony Rouff	Brian Henton	Mo Harness	Mike Wilds
1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4
20	21	22	23	24	25	26	27	28	29
John Hipkiss	Ray Payne	Peter Monkhouse	John Bright	Alan Jones	Neil Ginn	Tony Rouff	Brian Henton	Mo Harness	Mike Wilds
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21	22	23	24	25	26	27	28	29	30
John Hipkiss	Ray Payne	Peter Monkhouse	John Bright	Alan Jones	Neil Ginn	Tony Rouff	Brian Henton	Mo Harness	Mike Wilds
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22	23	24	25	26	27	28	29	30	31
John Hipkiss	Ray Payne	Peter Monkhouse	John Bright	Alan Jones	Neil Ginn	Tony Rouff	Brian Henton	Mo Harness	Mike Wilds
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23	24	25	26	27	28	29	30	31	32
John Hipkiss	Ray Payne	Peter Monkhouse	John Bright	Alan Jones	Neil Ginn	Tony Rouff	Brian Henton	Mo Harness	Mike Wilds
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24	25	26	27	28	29	30	31	32	33
John Hipkiss	Ray Payne	Peter Monkhouse	John Bright	Alan Jones	Neil Ginn	Tony Rouff	Brian Henton	Mo Harness	Mike Wilds
1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4
25	26	27	28	29	30	31	32	33	34
John Hipkiss	Ray Payne	Peter Monkhouse	John Bright	Alan Jones	Neil Ginn	Tony Rouff	Brian Henton	Mo Harness	Mike Wilds
1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4
26	27	28	29	30	31	32	33	34	35
John Hipkiss	Ray Payne	Peter Monkhouse	John Bright	Alan Jones	Neil Ginn	Tony Rouff	Brian Henton	Mo Harness	Mike Wilds
1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4
27	28	29	30	31	32	33	34	35	36
John Hipkiss	Ray Payne	Peter Monkhouse	John Bright	Alan Jones	Neil Ginn	Tony Rouff	Brian Henton	Mo Harness	Mike Wilds
1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4
28	29	30	31	32	33	34	35	36	37
John Hipkiss	Ray Payne	Peter Monkhouse	John Bright	Alan Jones	Neil Ginn	Tony Rouff	Brian Henton	Mo Harness	Mike Wilds
1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4
29	30	31	32	33	34	35	36	37	38
John Hipkiss	Ray Payne	Peter Monkhouse	John Bright	Alan Jones	Neil Ginn	Tony Rouff	Brian Henton	Mo Harness	Mike Wilds
1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4
30	31	32	33	34	35	36	37	38	39
John Hipkiss	Ray Payne	Peter Monkhouse	John Bright	Alan Jones	Neil Ginn	Tony Rouff	Brian Henton	Mo Harness	Mike Wilds
1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4
31	32	33	34	35	36	37	38	39	40
John Hipkiss	Ray Payne	Peter Monkhouse	John Bright	Alan Jones	Neil Ginn	Tony Rouff	Brian Henton	Mo Harness	Mike Wilds
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32	33	34	35	36	37	38	39	40	41
John Hipkiss	Ray Payne	Peter Monkhouse	John Bright	Alan Jones	Neil Ginn	Tony Rouff	Brian Henton	Mo Harness	Mike Wilds
1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4
33	34	35	36	37	38	39	40	41	42
John Hipkiss	Ray Payne	Peter Monkhouse	John Bright	Alan Jones	Neil Ginn	Tony Rouff	Brian Henton	Mo Harness	Mike Wilds
1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4
34	35	36	37	38	39	40	41	42	43
John Hipkiss	Ray Payne	Peter Monkhouse	John Bright	Alan Jones	Neil Ginn	Tony Rouff	Brian Henton	Mo Harness	Mike Wilds
1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4
35	36	37	38	39	40	41	42	43	44
John Hipkiss	Ray Payne	Peter Monkhouse	John Bright	Alan Jones	Neil Ginn	Tony Rouff	Brian Henton	Mo Harness	Mike Wilds
1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4
36	37	38	39	40	41	42	43	44	45
John Hipkiss	Ray Payne	Peter Monkhouse	John Bright	Alan Jones	Neil Ginn	Tony Rouff	Brian Henton	Mo Harness	Mike Wilds
1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4
37	38	39	40	41	42	43	44	45	46
John Hipkiss	Ray Payne	Peter Monkhouse	John Bright	Alan Jones	Neil Ginn	Tony Rouff	Brian Henton	Mo Harness	Mike Wilds
1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4
38	39	40	41	42	43	44	45	46	47
John Hipkiss	Ray Payne	Peter Monkhouse	John Bright	Alan Jones	Neil Ginn	Tony Rouff	Brian Henton	Mo Harness	Mike Wilds
1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4
39	40	41	42	43	44	45	46	47	48
John Hipkiss	Ray Payne	Peter Monkhouse	John Bright	Alan Jones	Neil Ginn	Tony Rouff	Brian Henton	Mo Harness	Mike Wilds
1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4
40	41	42	43	44	45	46	47	48	49
John Hipkiss	Ray Payne	Peter Monkhouse	John Bright	Alan Jones	Neil Ginn	Tony Rouff	Brian Henton	Mo Harness	Mike Wilds
1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4
41	42	43	44	45	46	47	48	49	50
John Hipkiss	Ray Payne	Peter Monkhouse	John Bright	Alan Jones	Neil Ginn	Tony Rouff	Brian Henton	Mo Harness	Mike Wilds
1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4
42	43	44	45	46	47	48	49	50	51
John Hipkiss	Ray Payne	Peter Monkhouse	John Bright	Alan Jones	Neil Ginn	Tony Rouff	Brian Henton	Mo Harness	Mike Wilds
1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4
43	44	45	46	47	48	49	50	51	52
John Hipkiss	Ray Payne	Peter Monkhouse	John Bright	Alan Jones	Neil Ginn	Tony Rouff	Brian Henton	Mo Harness	Mike Wilds
1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4
44	45	46	47	48	49	50	51	52	53
John Hipkiss	Ray Payne	Peter Monkhouse	John Bright	Alan Jones	Neil Ginn	Tony Rouff	Brian Henton	Mo Harness	Mike Wilds
1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4
45	46	47	48	49	50	51	52	53	54
John Hipkiss	Ray Payne	Peter Monkhouse	John Bright	Alan Jones	Neil Ginn	Tony Rouff	Brian Henton	Mo Harness	Mike Wilds
1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4
46	47	48	49	50	51	52	53	54	55
John Hipkiss	Ray Payne	Peter Monkhouse	John Bright	Alan Jones	Neil Ginn	Tony Rouff	Brian Henton	Mo Harness	Mike Wilds
1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4	1:47.4
47	48	49	50</						





Brian Hough's Tuscan leads Pearson's XK120 through the Chicane.

## CROFT

# Fletcher's close one

The Nottingham SCC again brought a splendid mod sports entry to Croft on Sunday for a round in the Northern Sports Cars and Dick Protheroe Championships. The race was the most exciting of the day with a narrow victory going to Jon Fletcher's Elan over John Absalom's Ginetta G4 after a last lap sort out, with Absalom taking a new mod sports lap record. The Monopostos came to Croft for the first time, and in the Ste-Power Championship round Trevor Scarratt did an impressive 1 m 12.6 s lap on his way to winning in his Brabham-Cosworth PMED BT18. There were numerous car-damaging incidents during the day but none worse than the potentially tragic beginning to the Clubmen's/1150 cc Mod Sports race.

The two categories were started separately with a 10 s interval, and it was during this short period that a marshal rushed out to push-start a stalled clubmen's car, thought better of it, turned round, and fell in the path of Johnnie Blades's works-backed Clan Crusader. Blades could not possibly avoid him and the Clan bowled him over. The marshal was not seriously harmed but the race had to be red-flagged while things were sorted out. On the restart, the shaken Blades then went on to a most meritorious class win in the damaged Clan.

The Monopostos have been particularly afflicted with non-starters of late, and once again the grid was rather reduced compared with the programmed entries. Alan Baillie's Viking and Brian Toft's Anco had the initial advantage but some early reshuffling saw Trevor Scarratt's Brabham BT18 shoot to the front on lap 2, while Baillie lost a lot of ground with a spin and Toft retired to the pits with a seized gearbox. Scarratt couldn't relax as he had John Davies's Brabham BT15 just over his shoulder—until the last corner that is. As Scarratt made for the flag the challenging Davies hit the Chicane. This gave the runner-up spot to Brian Jordan's Nike which remained out of reach of the recovering Baillie. Bruce West's Brabham BT18 finished fourth from the class-winning Ken Crook who is using the same Lotus 41 that he used to race in Formula 3 many moons ago.

Brian Hough's TVR Tuscan out-dragged the rest in the over 1150 cc mod sports start, with John Pearson's XK120 an early casualty with a broken wheel after contacting one of the Morgan's (this produced an unsuccessful protest from the Morgan driver), while Brian Murphy's Jaguar E lost a lap after spinning due to dud shock absorbers. Hough was soon demoted to third behind a tremendous place-swapping dice between Messrs Fletcher and

Absalom. The two were incredibly close most of the time. Absalom was ahead on lap 11 but on the last lap the two cars made contact and Fletcher reached the flag 2.4 s ahead of Absalom—the furthest apart they had ever been. Hough remained a lonely third, well behind the leaders. The winner of the 1300 cc class was the fourth man Tony Williams with the Team Ziebart/Sta Whitehead Sprite who overtook John MacDonald's Morgan Plus 8 on lap 8 despite a sticking throttle and overheating brakes. Richard Jenvey had been amongst this latter scrap with his recently supercharged Midget but he had to retire when the blower fell off, so sixth place went to John Gregson's energetically-driven MGB—albeit a lap behind the meteoric leaders. Jim Buckton had also been well placed early on with his smart ex-Colin Lee Sprite but he had to drop out with a broken fan belt.

Peter Harrington had one of his easier wins in the Graham Coaker Trophy Formula Ford race. The Archer & Sharpe Cougar led the Royale RP16a of Bill Barley and John Kent away from the line and that's how the order stayed throughout. Fortunately there was a fine battle for the next few places although Ed Wilcox retired his nosecone-less Merlyn Mk11A from fourth place on lap 6. Eventually Andrew Jeffrey's Falconer-bodied Elden Mk 10 came out on top from John MacGilvray's Crosslé 20F, John Simpson's Bacal Construction Nike Mk 10 and Auan Wilson's Elden

**STA-power Monoposto Formula Championship round (12 laps overall and 1001.600 cc class)** The 30 s start: 1. B. Hough 2. B. Toft 3. A. Baillie 4. B. West 5. J. Scarratt 6. J. Davies 7. J. Jordan 8. J. Fletcher 9. J. Absalom 10. J. Pearson 11. J. MacGilvray 12. J. Simpson 13. J. Williams 14. J. Gregson 15. J. Buckton 16. J. Lee 17. J. Kent 18. J. Barley 19. J. Wilcox 20. J. MacGilvray 21. J. Simpson 22. J. Williams 23. J. Gregson 24. J. Buckton 25. J. Lee 26. J. Kent 27. J. Barley 28. J. Wilcox 29. J. MacGilvray 30. J. Simpson 31. J. Williams 32. J. Gregson 33. J. Buckton 34. J. Lee 35. J. Kent 36. J. Barley 37. J. Wilcox 38. J. MacGilvray 39. J. Simpson 40. J. Williams 41. J. Gregson 42. J. Buckton 43. J. Lee 44. J. Kent 45. J. Barley 46. J. Wilcox 47. J. MacGilvray 48. J. Simpson 49. J. Williams 50. J. Gregson 51. J. Buckton 52. J. Lee 53. J. Kent 54. J. Barley 55. J. Wilcox 56. J. MacGilvray 57. J. Simpson 58. J. Williams 59. J. Gregson 60. J. Buckton 61. J. Lee 62. J. Kent 63. J. Barley 64. J. Wilcox 65. J. MacGilvray 66. J. Simpson 67. J. Williams 68. J. Gregson 69. J. Buckton 70. J. Lee 71. J. Kent 72. J. Barley 73. J. Wilcox 74. J. MacGilvray 75. J. Simpson 76. J. Williams 77. J. Gregson 78. J. Buckton 79. J. Lee 80. J. Kent 81. J. Barley 82. J. Wilcox 83. J. MacGilvray 84. J. Simpson 85. J. Williams 86. J. Gregson 87. J. Buckton 88. J. Lee 89. J. Kent 90. J. Barley 91. J. Wilcox 92. J. MacGilvray 93. J. Simpson 94. J. Williams 95. J. Gregson 96. J. Buckton 97. J. Lee 98. J. Kent 99. J. Barley 100. J. Wilcox 101. J. MacGilvray 102. J. Simpson 103. J. Williams 104. J. Gregson 105. J. Buckton 106. J. Lee 107. J. Kent 108. J. Barley 109. J. Wilcox 110. J. MacGilvray 111. J. Simpson 112. J. Williams 113. J. Gregson 114. J. Buckton 115. J. Lee 116. J. Kent 117. J. Barley 118. J. Wilcox 119. J. MacGilvray 120. J. Simpson 121. J. Williams 122. J. Gregson 123. J. Buckton 124. J. Lee 125. J. Kent 126. J. Barley 127. J. Wilcox 128. J. MacGilvray 129. J. Simpson 130. J. Williams 131. J. Gregson 132. J. Buckton 133. J. Lee 134. J. Kent 135. J. Barley 136. J. Wilcox 137. J. MacGilvray 138. J. Simpson 139. J. Williams 140. J. Gregson 141. J. Buckton 142. J. Lee 143. J. Kent 144. J. Barley 145. J. Wilcox 146. J. MacGilvray 147. J. Simpson 148. J. Williams 149. J. Gregson 150. J. Buckton 151. J. Lee 152. J. Kent 153. J. Barley 154. J. Wilcox 155. J. MacGilvray 156. J. Simpson 157. J. Williams 158. J. Gregson 159. J. Buckton 160. J. Lee 161. J. Kent 162. J. Barley 163. J. Wilcox 164. J. MacGilvray 165. J. Simpson 166. J. Williams 167. J. Gregson 168. J. Buckton 169. J. Lee 170. J. Kent 171. J. Barley 172. J. Wilcox 173. J. MacGilvray 174. J. Simpson 175. J. Williams 176. J. Gregson 177. J. Buckton 178. J. Lee 179. J. Kent 180. J. Barley 181. J. Wilcox 182. J. MacGilvray 183. J. Simpson 184. J. Williams 185. J. Gregson 186. J. Buckton 187. J. Lee 188. J. Kent 189. J. Barley 190. J. Wilcox 191. J. MacGilvray 192. J. Simpson 193. J. Williams 194. J. Gregson 195. J. Buckton 196. J. Lee 197. J. Kent 198. J. Barley 199. J. Wilcox 200. J. MacGilvray 201. J. Simpson 202. J. Williams 203. J. Gregson 204. J. Buckton 205. J. Lee 206. J. Kent 207. J. Barley 208. J. Wilcox 209. J. MacGilvray 210. J. Simpson 211. J. Williams 212. J. Gregson 213. J. Buckton 214. J. Lee 215. J. Kent 216. J. Barley 217. J. Wilcox 218. J. MacGilvray 219. J. Simpson 220. J. Williams 221. J. Gregson 222. J. Buckton 223. J. Lee 224. J. Kent 225. J. Barley 226. J. Wilcox 227. J. MacGilvray 228. J. Simpson 229. J. Williams 230. J. Gregson 231. J. Buckton 232. J. Lee 233. J. Kent 234. J. Barley 235. J. Wilcox 236. J. MacGilvray 237. J. Simpson 238. J. Williams 239. J. Gregson 240. J. Buckton 241. J. Lee 242. J. Kent 243. J. Barley 244. J. Wilcox 245. J. MacGilvray 246. J. Simpson 247. J. Williams 248. J. Gregson 249. J. Buckton 250. J. Lee 251. J. Kent 252. J. Barley 253. J. Wilcox 254. J. MacGilvray 255. J. Simpson 256. J. Williams 257. J. Gregson 258. J. 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Romford Enthusiasts CC's date in the calendar for their first Snetterton meet of the season was almost two months later than last year, a fact which the clerk of the weather seemed to ignore since the Norfolk circuit was again bleak and windswept for Sunday's slubble. A more varied programme would be difficult to compile and generally the standard of racing was good despite a very high casualty rate due to the weather and many mechanical problems. Three races stood out from the results: Adam Bridge-land's determined shadowing of Colin Lane's E-type Jaguar in his oil-soaked Morgan in the sports-car event, a libre duel for second spot between Bobbie Bell's incredible 5.7-litre BRM and John Jordan's 7-litre McLaren and, perhaps, best of all a thrilling Mini Championship round finale won by a length by Reg Armstrong. On a sadder note Tony Allies was rushed to hospital after a very bad crash in the second saloon event with what appear to be serious back injuries.

A neatly damp track greeted a near-full grid of FF for the first race and the first few laps were duly punctuated by a series of spins. Peter Orlando was above that sort of thing and coolly drove away from the rest, his Marilyn finishing a most untypically FF distance ahead of second man Roger Manning whose Air-Oil Eldon was equally free of pressure throughout. Out of the third place "train" just two cars emerged to claim the place with a strangely off-form Tiff Needell (Lotus 89) allowing Ron Bacon's Marilyn to slip past at the Esses on the final lap.

The first saloon race was somewhat of a survival of the fittest, the dropout trend starting with poleman Tony Strawson pulling off after the warming up lap with a broken link on the Ford Falcon, with Andrew Wheldon (gearbox) also non-starting in his Cooper S, Dave Coleman (Escort-FVA) was left alone on the front row but his race only lasted a couple of laps before he spun off at Riches and retired with a damaged tyre. This left Mike Weston with a huge lead but with more rain falling on odd parts of the circuit his Escort-BDA proved quite a handful on slicks and he was relieved when the flag signalled the end of eight laps. Dave Conway took advantage of the wet to find a way past Roy Yates' fearsome Ford Zodiac Chevrolet with his Cooper S but the best drive was by Jim Burrows in the Swift Tuna 1-litre Mini, who moved up steadily through the field in the wet to challenge Yates and Conway and finished only just behind the Zodiac for fourth when conditions became drier. Another disappointment was Roger Taylor's G2 RS1700 Escort which retired very early on with a chronic misfire.

Modsports, Morgan sportscars and MG T register cars were featured in the next race and while Colin Lane's Jaguar E managed to complete eight laps in the lead he was under pressure throughout from Adam Bridge-land's Morgan 8 and, in the earlier laps from Rob Grant's delightful-sounding Datsun 240Z. The Datsun spun off on lap 8 but Bridge-land's smoking Morgan was still only 1 s down at the end. Bob Jarvis moved the works Davrian up into fourth after a very late pace lap saw him start from the rear of the grid instead of pole but a broken rotor arm put paid to his chances. Third therefore involved the victor of a nail-biting dice between the MGs of Dave Clewley (TC circa 1947) and Gerry Brown's one year older version, a spin by Brown easing the tension for Clewley towards the end.

With none of the expected heavy metal making the grid the second saloon event was somewhat thin, but even so with Dave Coleman failing to start his Escort on the button on the front row quite a traffic jam occurred and the Yates Zodiac and Tony Allies' Cooper S had a slight coming together. Jeff Mann shot into the lead in his immaculate black Anglia t/c pursued by Mike Weston's Escort RS while Coleman prepared for one of his customary drives through the field after a

## SNETTERTON

# Armstrong's thrilling round

push start. Weston soon departed with back-axis trouble, to be joined by Coleman whose FVA decided three cylinders were better than four. The race then became processionary with Tony Allies (Cooper S) holding second spot when suddenly over the Harpin commentary we heard of a terrible crash involving Allies car which had hit the banking at full speed. Eye-witnesses state that the car's engine had cut out before the corner. Allies was removed from a totally wrecked car, the extent of his injuries not being fully known.

The libre race became the tale of two gearboxes, Martin Webb's Chevron—which lost second gear but won the race—and Alan Karlberg (March) who lost fourth and top gear and retired while challenging Webb for the lead. Despite the handicap Webb circulated within 0.6 of the three-year-old libre

target, a record which must surely be bettered in the very near future. Bobby Bell's BRM which left the grid like a dragster had to work hard to keep John Jordan at bay, the McLaren driver being a scant 0.2 s in arrears at the flag. A smattering of F4s started their Championship class, Fergus Tait (Chevron) adding more points to his total.

Rounding off the day's sport came the Mini 7 Championship event which, as always, attracted a full grid. Reg Armstrong had to work for his win for Chris Tyrell and Danny Crosbie also led for parts of the race until Armstrong took the flag a monumental 0.8 s ahead of Crosbie. The rest, for once, were well-scattered.

MIKE DIXON

MG TC dice for third in the Modsports event involved Dave Clewley and Gerry Brown, here in that order



Formula Ford (8 laps) 1 Peter Orlando (Meyn) 1 m 41.8 s 84.4 mph 2 Mike Weston 1 m 42.1 s 84.1 mph 3 Dave Coleman 1 m 42.4 s 83.8 mph 4 Roy Yates 1 m 42.7 s 83.5 mph 5 John Jordan 1 m 43.0 s 83.2 mph 6 Tony Allies 1 m 43.3 s 82.9 mph 7 Bob Jarvis 1 m 43.6 s 82.6 mph 8 Adam Bridge-land 1 m 43.9 s 82.3 mph 9 Roger Taylor 1 m 44.2 s 81.8 mph 10 Jeff Mann 1 m 44.5 s 81.5 mph 11 Mike Weston 1 m 44.8 s 81.2 mph 12 Dave Coleman 1 m 45.1 s 80.9 mph 13 Roy Yates 1 m 45.4 s 80.6 mph 14 John Jordan 1 m 45.7 s 80.3 mph 15 Tony Allies 1 m 46.0 s 80.0 mph 16 Bob Jarvis 1 m 46.3 s 79.7 mph 17 Adam Bridge-land 1 m 46.6 s 79.4 mph 18 Roger Taylor 1 m 46.9 s 79.1 mph 19 Jeff Mann 1 m 47.2 s 78.8 mph 20 Mike Weston 1 m 47.5 s 78.5 mph 21 Dave Coleman 1 m 47.8 s 78.2 mph 22 Roy Yates 1 m 48.1 s 77.9 mph 23 John Jordan 1 m 48.4 s 77.6 mph 24 Tony Allies 1 m 48.7 s 77.3 mph 25 Bob Jarvis 1 m 49.0 s 77.0 mph 26 Adam Bridge-land 1 m 49.3 s 76.7 mph 27 Roger Taylor 1 m 49.6 s 76.4 mph 28 Jeff Mann 1 m 49.9 s 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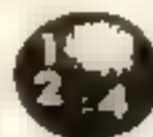
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## Nicholson's Spreckley win

The Eight Clubs meeting at Silverstone is quite unique in its approach to motor racing, not only do they ignore almost entirely the formula races which are a feature of almost every other meeting at the circuit, but they are successful in attracting to the circuit drivers who appear solely upon this occasion. Even the lack of information upon target figures for high speed trials and obscure handicaps do not deter the avid enthusiast from dusting off his helmet for the day and returning home with something of the aspirations of a Grand Prix driver and in many cases upon this wet and treacherous day, a bent motor car.

Three championship events "marred" what was otherwise a totally "clubbie" day, the familiar Formula 1200 series sponsored by BP Super Visco and 750 Formula under the patronage of the Reliant Motor Company vying with a round of the Spreckley Series for Thoroughbred Sports Cars which promised to be the most entertaining. Whilst both the 1200 and 750 races were run off early in the programme the sports cars were obliged to wait anything up to 10 hours between scrutineering and their race, surely some what unreasonable.

Bill Nicholson notched up a win in the Spreckley round at the wheel of John Pearson's Jaguar XK120. His victory was notable rather for its unspectacular nature rather than any particular feat of driving skill since neither Chris Lawrence nor Reg Woodcock in Morgan +4 and Triumph TR3 respectively could produce a challenge serious enough to disrupt "MG" Bill's progress. Perhaps the greatest excitement in the race centered around the almost miraculous avoidances of the leading group who were about to lap the Aston Martin DB2 of Colin Campbell when it shed a rear wheel. Whilst the car came to rest in the centre of the track on the exit from Woodcote the wheel rolled drunkenly around the track in and out of the paths of oncoming vehicles until it was snatched clear by a conscientious marshal.

Having earlier in the race spun away the ascendancy of his Healey 3000 over the older 100 model of Paul Lorne, Derek Allanson made good the confusion at Woodcote to renew his challenge. The dice between these two was amongst the best of the day, seventh place eventually falling to Allanson by a whisker.

The Formula 1200 race might have been less tedious had the pole man Mike Taylor not been sidelined on the opening lap with engine failure. Non-starters accounted for nearly half of the entry, only 21 cars lining up for the race. Arthur Mallock took his U2 into a lead from which there was no chance of being dislodged and won by a clear 13 s from John Corboy's similar car and the Perigee of Chris Kite which was a rather poor third. Leading the championship currently are Corboy and Paul Webb (whose Delapena finished fourth) from Mike Taylor.

Formula 750 racing proved to be rather more exciting with torrential rain adding to the hazards of driving. Although Rob Smyth kept his Warren clear of the field Jeff Smith pressed him throughout, these two being so much better than the remainder of the field that they never looked like being caught. John Giles who brought the JGS into a surprisingly lowly sixth place lost the lead in the championship to Mike Street whose DC Plus came home third whilst Smyth shares second spot as a result of his victory.

Amongst the remaining events in the 12 race programme were three 20-minute high speed trials, a couple of seven lap scratch races and a brace or so of handicap events. Whether anyone achieved their allocation of laps during the trials is unclear from the published results, but the International Police Association Trophy went to the Harrow Club who were credited with 100% success. The Porsche team would undoubtedly have beaten them had not one of their number, Henry Adam, not understeered into the Woodcote banking through sheer misjudgment. Even so the team amassed 74% of their target to finish third behind the AC Owners Club.

The three handicap races produced some mixed results, the handicappers failing to appreciate the speed of David Burder's MGA 1/2 which scored a runaway victory, nor the surefootedness of the Porsche 911 of Nigel Carey which was similarly victorious in its race. A couple of scratch races produced fireworks but Rodney Bolwell took his ex Hobbs Jaguar Zagatto to an excitingly close win in the one whilst Ian Bracey was victorious in the second by a similar margin.

Presumably the Holland Birkett team handicap trophy went to the Daimler and Lanchester Owners Club whose team of three Daimler SP250s finished second, third and

fourth on adjusted results behind the AC Cobra of Nick Green, the organisers were somewhat coy in their results.

## GEOFF HERRINGTON

Formula 1200: 1. A. Mallock (U2) 1.1 m 40.2 s (53.47 mph) 2. J. Corboy (U2) 1.1 m 54.14 mph. Fastest lap: M. Taylor (U2) 1.1 m 54.14 mph. Handicap (15 laps): 1. D. Burder (MGA 1/2) 7 m 51.1 s (48.75 mph) 2. M. Burder (MGA 1/2) 7 m 51.1 s (48.75 mph) 3. J. Corboy (U2) 7 m 51.1 s (48.75 mph) 4. J. Corboy (U2) 7 m 51.1 s (48.75 mph) 5. J. Corboy (U2) 7 m 51.1 s (48.75 mph) 6. J. Corboy (U2) 7 m 51.1 s (48.75 mph) 7. J. Corboy (U2) 7 m 51.1 s (48.75 mph) 8. J. Corboy (U2) 7 m 51.1 s (48.75 mph) 9. J. Corboy (U2) 7 m 51.1 s (48.75 mph) 10. J. Corboy (U2) 7 m 51.1 s (48.75 mph) 11. J. Corboy (U2) 7 m 51.1 s (48.75 mph) 12. J. Corboy (U2) 7 m 51.1 s (48.75 mph) 13. J. Corboy (U2) 7 m 51.1 s (48.75 mph) 14. J. Corboy (U2) 7 m 51.1 s (48.75 mph) 15. J. Corboy (U2) 7 m 51.1 s (48.75 mph) 16. J. Corboy (U2) 7 m 51.1 s (48.75 mph) 17. J. Corboy (U2) 7 m 51.1 s (48.75 mph) 18. J. Corboy (U2) 7 m 51.1 s (48.75 mph) 19. J. Corboy (U2) 7 m 51.1 s (48.75 mph) 20. J. 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Kevin Pilling's Camaro ran a fine 10.99 s at Fulbeck

## Street battle at Fulbeck

Yet again drag racing suffered the worst that the English weather could sling against it on Sunday, second of the NDRC's six Castrol/RAC championship rounds. With a combined entry of around the hundred mark, the meeting could have been an improvement over the first round, and in fact the individual runs and general organisation was better, but with rain every hour or so, the continuity was lost. Nevertheless, around 5,000 people turned up to stand in the rain, and were treated with the first 10 s run by a full-bodied street car when Kevin Pilling ran a fine 10.99 s, only to lose to Gary Goggin, who led him away by half a car to an 11.7 s. With no foul light in operation, it was a bit hard to say that he left early, but you don't normally put that sort of start over Kevin!

With three of the pro cars out, a round robin was run, with each running the other two. Keith Harvie was still rebuilding his Iron motor, with Pete Crane similarly chasing parts to build a new motor for his. Even Gary had found that his second engine, a Wally Booth 427, had a bad cam in it, and with three broken rockers in the truck motor he went back to the trusty 427 from his '72 season Corvette. Kevin switched back to his own gearbox from the loaned street box he used at Easter, whilst Tony Dickson was in the same trim with his, although it now looks as if he will have his new motor rebuilt before too long.

Kevin again led the pack with an 11.4 s. Tony with an 11.9 s. Gary at 12.2 s. The first pair was Pilling and Dickson, whose plugs were breaking down as he left first to his best ever of 11.80 s, losing to Kevin's 11.3 s. In the next round, Kevin ran the sensational 10 s over Goggin, then, in the last competitive run of the day on a still wet track, Gary just shaved the start over Tony with an 12.80 s to a just quicker but losing 12.58 s, both cars more than a handful in the wet.

In the Top Street bracket, favourite Ed Shaver destroyed a gearbox in Mike Yun's Corvette before the meeting, leaving Bob Oram (E type) to put out Ivan Fryer (Mustang) in another damp final that had both cars sliding around trying to find some grip. Denis Hunt put his Mustang back on the trailer when he lost oil pressure with a suspected rod failure, and was unable to provide his usual strong challenge.

Among the Altered, Fred Whittle was virtually unchallenged in a straight race, but again the conditions made the power of his Chrysler an embarrassment at times. The Fiat Chev of Chas Page pulled out with an undisclosed ailment in their gearbox, and in

the end it was R & Skinner in the neat Falcon Caribbean/Jaguar who came into the final, very nearly putting out Whittle, who kept going sideways as he eased the power down in short bursts, just managing to get home as the finish came up.

John Whitmore continued his giant killing ways, easily outrunning everything in Top Dragster to take another win in the 1300 powered car.

As for the two big fuelers, they too had their share of problems, with Roland Pratt having trouble with the idle linkage on his Accles and Pollock car, leaving Clive a single 7.2 s at 204 mph for his first run. With the problem sorted out, the two big cars came out later, once again under tricky conditions, this time Clive streaked to an impressive 7.4 s at 194 mph, the car throwing up sheets of water at the end, while Roland shut down in his to an 8.5 s as he too hit some water. To close the meeting, Roland came out again by himself after yet another shower and thrilled the remaining crowd with a smoky 200 yard run before again wisely shutting off.

With the amount of work being put into the meeting, all concerned deserve some better luck with the weather and entries, the third round at Silverstone could attract both!

## Hinde beats Moffatt

North Wales CC attracted 40 entries for their BT & RDA Championship Cymru Production Car Trial near Llanwyrst last Sunday and once again the leading driver was the non-BT & RDA man Mike Hinde.

The prospect of an upset was on the cards when last year's double champion Bill Moffatt led this year's RAC pretender at lunch by a single mark but Hinde turned on a brilliant performance in the post luncheon period dropping only six marks in the Crusader which gave him victory by four marks over Moffatt who dropped 11 marks. Hinde's winning total of 60 marks made him comfortably the overall winner in the BT & RDA Championship. Max Hazlewood continues to lead the way with 57 points thanks to gaining his fifth class win in six outings. Moffatt (Imp) is second on 54 points with only one class win so far and third spot is currently held by Austen Rumney (Clubman GT), who has 51 points.

Man in form in the front engine FWD class is undoubtedly Geoff Spencer who took the class with his Cooper for the third time running. After establishing a three mark lead at the interval he went on to win with 104 marks, four better than John Hodgson (Mini), while Rumney was third two marks in arrears. This class was again closely fought with only 10 marks between first and fifth.

Mexico mounted Hazlewood had to work hard for his class win for Mike Stephens (Mexico), had a seven mark lead at the break but Hazlewood hit back to drop 53 to Stephens' 63 in the afternoon to win the class with 149 marks, three better than his main rival Dave Slater's Anglia on 165 marks.

Brian Betteridge (Sprite) was the lunchtime leader in the sports car class, two ahead of Pete Pemberton in his well driven MGB GT while Mike Harrison (Midget), trailed by four marks in third. Harrison had the last say, however, and took the class on 147 marks, beating Betteridge by three marks while Pemberton dropped to third on 162 marks.

While Moffatt and Hinde had their own private scrap at the head of the rear-engined class Mike Leech and fellow North Wales member Roy White, both in Imps, scrapped for the third spot. Leech, on 70 marks at lunch, led White by eight marks, but White dropped right out of the fight thereafter leaving Leech a lonely third.

Overall...  
 Class 1: Hinde 60, Moffatt 54, Rumney 51  
 Class 2: Spencer 104, Hodgson 94, Rumney 92  
 Class 3: Hazlewood 149, Stephens 146, Slater 165  
 Class 4: Betteridge 147, Pemberton 162, Harrison 162  
 Class 5: Leech 70, White 62

## Drag news...

After stripping the engine down in the Hunter Plastics Pro-Stock Camaro, Pete Crane and Ray Edmundson have found the damage to be worse than at first expected. With damage to the block, cam, crank and most of the rods and pistons, they are now forced with a major rebuild for the Whitsun meeting, with Chris Steele doing the repair work, and the new parts on the way from the States.

To try and prevent a future repetition of this through a missed shift, Pete has decided to switch to an automatic gearbox. Unlike the one in Tony Dickson's car, which is a regular B & M race modified Turbo-Hydro with 4,000 stall speed converter, has chosen a clutch turbo, also made by B & M. In place of the converter, this uses a conventional clutch mated to the automatic box. In theory this gives slightly better control off the line, as well as eliminating the 2-3% power loss at high rpm of a regular converter, whilst ensuring positive, fool-proof shifts that cannot be missed through linkage problems, the most common fault on manuals.

Last year Kevin Pilling ran a Clutchrite in his 440 Dodge-powered Austin 7 Altered, and found it knocked nearly half a second

off his previous best times, and ran consistent 9.7 s runs with a 9.58 s best. This year the Page brothers have the box in their 427 Chevrolet powered Topolino, and aim to beat Kevin's time on pump fuel and carburetors—a task that will take some achieving.

Meanwhile the 440 Dodge engine that powered Kevin's old car, is now in Dave and Derek Rose's Barracuda, which will be out shortly to join the Pro-Stock class as a welcome change from the all-Chevrolet field at present. Although the Barracuda is of course considerably heavier than the Austin was, the potential of the engine should make the Plymouth capable of 10 s runs when fully warmed.

● The Santa Pod owned "Firefly" dragster driven by Alan Herridge, which was kept on the line a little too long at the Easter meeting, not only fried its slider clutch to cinders on the last run, but also melted the exhaust headers, the tremendous pressure having bent them down to touch the canard wings each side. It has been calculated that over 300 lb thrust is developed in each cylinder at peak rpm in a full engine, and it is quite common for them to be broken right off at the head!



## Brunt's BTD at Bourne

Roger Brunt, in a 1000 Mini was the man of the day at the second round of the Castrol/BTRDA Autocross Championship at Bourne, Lincs, last Sunday, when he held off the might of a 75-strong entry to take BTD in the face of some pretty fierce competition.



Autocross exponents Roger Brunt (left) and Nick Garner (right).

Brunt was literally nowhere on the first runs being some 6 s down on the then leader Geoff Williamson in his 1275 Clubman in 2 m 3 s who in turn had Terry Smith in the HF Sprint team car right on the doorstep. Incredibly, however, Brunt carved no less than 6 s off his time on a still drying course to win by half a second. His time was 1 m 58 s, which pipped Williamson into second in 1 m 58.8 s. In other words only two-tenths sep. Withers (also Clubman) fourth quickest in 1 m 58.8 s. In other words only two tenths separating three cars which augers well for the next rounds.

First class winner was Martin Barnard (Datsun 240Z) who had no opposition in the standard prod saloons to win in 2 m 30 s, and Nick Garner (Mini) had some 4 s in hand to take the up to 845 cc Mini class in 2 m 03 s. Graham Hathaway in his Anglia scored his second class win in 2 m 11 s, handsomely ahead of the rest and Paul Northall got the Triumph GT6 through to take the sports car class in 2 m 65 s, his colleague Roger Dowson in the same car being relegated to third behind Ron Easton's TVR Vixen.

Firing on all cylinders John Button brought the 2-litre VW home in the rear engined class in 2 m 2 s, but it was a close call for Roger Brunt's Imp screamed round in 2 m 2.2 s to confirm that he will be no idle threat in this class this season. The battle of the 1000 cc Mini class was won by Mick Fox in 2 m 39 s, with Peter Banham a shade more than a second adrift and George Warren was king of the BDA Escort men in 2 m 46 s, less than a second ahead of John Clarkson in his similar car.

The specials were, for once, out of the limelight. Roy Bates took the class with his 3-litre MH Special in 1 m 59.2 s and he had to work hard to keep ahead of Richard Judge (1275 RJS) who was only 0.6 s behind. The Ladies' prize went to Mrs Carol Whitworth (1470 Renault R8) in 2 m 24.4 s.

BYD R. Brunt 10 Min 1 m 58 s  
C. Williamson 1275 Clubman 2 m 3 s  
T. Smith HF Sprint 2 m 3 s  
G. Williamson 1275 Clubman 2 m 3 s  
M. Barnard Datsun 240Z 2 m 30 s  
N. Garner Mini 2 m 03 s  
G. Hathaway Anglia 2 m 11 s  
P. Northall Triumph GT6 2 m 65 s  
R. Dowson Roger Dowson 2 m 65 s  
R. Easton TVR Vixen 2 m 46 s  
J. Clarkson BDA Escort 2 m 46 s  
P. Banham 1000 cc Mini 2 m 39 s  
M. Fox 1000 cc Mini 2 m 39 s  
G. Warren BDA Escort 2 m 46 s  
J. Button VW 2-litre 2 m 2 s  
R. Brunt Imp 2 m 2.2 s

● MG (Midland Centre) production car trial at Arbury Hill, Daventry, last Sunday was won by Peter Longland in a new Lancia Fulvia 1600 who dropped 62 marks on the 40 hills to take the Trials Cup. John Coombs (Avenger) dropped 185 marks to take the award for best in opposite class while Barry Comello (MGB GT) took the Ludlow Cup by winning his class with the loss of 68 marks. A pint tankard was won by Ron Curtis in his MG TD who dropped 160 marks while the final class went to James Thacker (F at 500), who took the Wood Green Cup on 156 marks. There were 17 entries.

## Hurricane mud-beater

It was perhaps appropriate that a Hurricane set BTD at the first round of the Esso Luffa South East Autocross Championship organised by Rochester MC last Sunday, for the weather was at its worst throughout the day at the club's regular venue at Raspberry Park, Iwade, near Sittingbourne.

The Hurricane with Rover V8 engine belonged to Dick Noble who ploughed through the mud and everything else to return 3 m 18 s for three laps of a course which was little better than a mudbath. The second and third rounds of the championship, on June 24 and July 30, will also be held at the same venue.

Second best time went to the 1275 Mini of Bill Bowden in 3 m 2 s who won his class by 5 s, while the 860 Mini of Bernard Rode mark, winner of his class, was third best in 3 m 3 s. There was an unusual tie in the sports car class where Ted Welch and David Mial Smith, in Spitfire and Sprite, had to share the cash for neither recorded a time on either their second or third runs while 18-year-old Carol Rose gets a mention for managing to cross the finish line on all three runs sideways and she only passed her test a month ago!

BYD	R. Brunt	10 Min	1 m 58 s
C. Williamson	1275 Clubman	2 m 3 s	
T. Smith	HF Sprint	2 m 3 s	
G. Williamson	1275 Clubman	2 m 3 s	
M. Barnard	Datsun 240Z	2 m 30 s	
N. Garner	Mini	2 m 03 s	
G. Hathaway	Anglia	2 m 11 s	
P. Northall	Triumph GT6	2 m 65 s	
R. Dowson	Roger Dowson	2 m 65 s	
R. Easton	TVR Vixen	2 m 46 s	
J. Clarkson	BDA Escort	2 m 46 s	
P. Banham	1000 cc Mini	2 m 39 s	
M. Fox	1000 cc Mini	2 m 39 s	
G. Warren	BDA Escort	2 m 46 s	
J. Button	VW 2-litre	2 m 2 s	
R. Brunt	Imp	2 m 2.2 s	

## Racing on grass

The Rochester and Tunbridge Wells MCs staged 12 car grid races on grass at Iwade recently and the final, being the fastest cars from each class, concluded the fun with Mick Bolton's Mini emerging the victor.

Off the line it was John Hicks' Mini 850 in to the lead closely followed by the similar cars of Mick Bolton and Mark Goodey while behind them Jean Latham nudged Jeff Lambert's Mini and spun him with her Mini-Cooper. There followed a battle which lasted throughout the race right down the field which lost Jean on the fifth lap when a piston went and scalded her with hot water. By the half way stage the order was Mick Bolton, John Hicks and Mark Goodey with the first non-Mini 850, John Smith's Imp in fourth place, only for the engine to burst into flames and the driver pulled off the circuit rapidly. Final position was Mick Bolton first, John Hicks second and Mark Goodey third, the first of the larger engined cars being Dave Sharpe's Cooper in fifth place.

## Welsh D'Isis win

Counting towards the Welsh rally championship, the Birmingham based Quinton MC attracted numerous Welsh crews to their rally D'Isis and for the second year in succession, there was a Welsh victory. This went to Richard Yates Ken Jones (Escort TC) who gained victory by a mere 6 s after the 180-mile route on OS maps 117 and 128, culminating at Llandridrod Wells. They finished on 12 m 32 s to just pip Evan Roberts/Emlyn Williams (Escort t.c) while Tony Grinnall Paul Wordsley (Cooper) were third dropping 14 m 34 s. Commendable effort in the first half was that of novice crew Nick Jones Peter Dodson in a 1.3 Mini who were only 38 s down on the leaders at petrol stop, but a wrong slot later cost them 19 m but they still took the novice award comfortably on 34 m 5 s. The best semi-expert crew were Roger Ducroq-Slip Rodney Jones (Escort t.c) on 15 m 2 s.

## News

● MotoStage will again be organising a Rally-point Championship at Long Marston in 1973. Qualifying rounds will be held on Sundays, June 17, July 15 and August 12, the latter two being televised live by ATV for one hour each. As well as the main Championship for Rallycross/Autocross type cars, there will be a separate event for Group 1—standard saloons—in which it is hoped that a number of "personalities" will be competing.

Regulations are available now from MotoStage, 48 Earle Court Road, London W8 6EJ and the organisers are particularly keen to attract a number of new entries for the Group 1 Class. Long Marston is 8 miles south of Stratford-upon-Avon on the A46 and spectators are welcome at all events which will commence at approximately 10.30 am and finish at 4 pm.

● After five rounds of the Sta Power Monoposto championship, the positions stand as follows:

1. John Jordan 45 2. Trevor Scarlett 30 3. Alan Oxley 24 4. Graham B. Webb 21 5. Bruce West 14 6. Brian Owen 12 7. John T. 10

● Hillclimber David Good who has not had a happy season with his DFV-powered Lyncar, recently received a phone call to inform him that the tyres he uses from Firestones, had been composed of the wrong mixture in manufacture. He's now hoping for a happier season.

● The third round in the RAC Hillclimb Championship takes place at Wiscombe Park this weekend, with practice on Saturday and the event proper being held on Sunday starting at 1 pm. Also this weekend, drag racing returns to Santa Pod with a club meeting starting at 1.30 pm and the third round in the Castrol BTRDA autocross championship takes place at the Lincolnshire Show Ground (123 968782), organised by the Lincoln MC & CC and starting at 2 pm.

● David Orbell's U2 won the Cambridge CC's recent sprint at Duxford, although J. R. Bailey's Reni a Hill Special was 0.3 s adrift in the over 1200 cc sports racing and racing car section. Winner of the ASEMC Sprint Championship Chris Bates further confirmed his ability by dominating the modified 850 saloon class and Bates won the Best Performance on Index by a Cambridge CC member.

● In the continued absence of Bob Rose's McLaren M10B, reportedly damaged in a non-event trial run, John Ravenscroft continues to wear the mantle of BTD man at Curborough this season, his latest win last Sunday at the Shenstone & District CC event coming in 33.1 s with the Lola T142. Rose was at the meeting, sharing the Alexis of Bob Turnbull, but Turnbull beat him to take his class in 34.2 s to Rose's 35.1 s.

Four classes were decided by 0.3 s. Paul Hudson (Marcos) pipped David Jones (Lotus Europa), Herbert Shephard (Jag E-type), did the same to John Mabbott in another Lotus Europa, Bill Hollins (999 Mini), beat Alan Hunt's similar car and Alan Broad, in the Austin 5000 (a Healey engine), pipped Roland Hand's Anglia.

BYD J. Ravenscroft 1100 cc Lotus 33.1 s  
C. Williamson P. Hudson 1100 cc Lotus 34.4 s  
P. E. 999 33.7 s  
H. Hollins 999 Mini 34.0 s  
A. Broad 5000 34.1 s  
M. Webb 1000 cc Lotus 36.7 s  
R. Turnbull 34.2 s

● Ron Asken and Eric Cowtill of the Stafford & District MC gained their second success in a month when they won the David Brown MC Elcar Trophy Rally in Yorkshire and Lancs. Driving the Lloyds of Stafford 2-litre Escort they beat Graham Beardmore and Martin Phaff (Firenza) by over 2 m on an event which included eight selectives.





At Bishops Court last weekend, Patsy McGarrity's March 7 2 takes the lead of the formula 1000 race from Nelson Todd (Crossle 22F). McGarrity won easily (lapping the whole field), while Todd retired with water in the electrics after spinning at the Hairpin. Tommy Reid's Brabham BT38 40 finished second while Ken Fildes' Crossle 22F and Walter Kinnear's Lotus 69 also dropped out through the wet weather. Les Donnelly's Viva won the special saloon race from Jackie Patterson's Firenze while Crawford Harkness' Lotus 69 won the Formula Ford race when Paul Eastwood's Crossle 25F spun under pressure from Harkness on the last lap.

## DOUNE

### Many new records

The second counter for the Esso Uniflo Scottish Hill Climb Championship was held at Doune on Sunday, April 29, 1973 and attracted over 70 entries, from all over Scotland, as well as Peter Varley who brought his Brabham BT21C, north from Bradford, while Alistair Beaumont of Harrogate shared Murray McGarrity's BT30X. The weather, whilst very cold, was brilliant and the hill in good shape found several class records demolished.

The first to go was the 1-litre saloon record, with the Thurso farmer Barrogil Angus taking 54.39 s, in his Northern Motors Shannon-Imp. Also getting under the old record by a whisker was the Imp of Bill Donald (58.16 s), established in the process of being hounded by the Shannon Imp of Peter Chamberlain.

Fine driving by Bob Hendry 55.29 s in his Midget stole a march on his season-long rival Bob Hutchinson (55.93 s), and Tom Irvine in his wife's shopping Sprite put the hood up for his second climb and was rewarded with being the only other driver in this class to break 60 s. Duncan Hall eased his road Elan Sprint up in a deceptive 56.29 s to slash the 1.3- to 2-litre modsport class record.

The up to 1.1 racers promised a three-cornered battle between Doug Thomson, (Ecoasa-Imp), Ken Allen (Chevron B15) and Richard Courtney now extremely quick in the Vixen VBI. However the Bevanised Imp was the only car in this class to break 50 s, his 49.93 s taking the class record, from Allen (50.15 s) and Courtney. The big racing class contained no match for Iain McLaren who despite having to repair practice damage following an excursion urged his Brabham BT38 along to BTD of 48.07 s. Gray Mickel in the BT35 did a much tidier 49.88 s with Peter Varley following with 50.57 s in his BT21C. Ken Symon (Dulon LD4C) was fastest FF.

The road class was a gratifying success for Norrie Galbraith in the LEC Motors Imp in 58.18 s and Hugh Chalmers did wonders with an Avenger Tiger GT to take a smooth second place.

Results: 1st C McLaren (1.8 Brabham BT38) 48.07 s; 2nd C McLaren (1.8 Brabham BT38) 49.88 s; 3rd C McLaren (1.8 Brabham BT38) 50.15 s; 4th C McLaren (1.8 Brabham BT38) 50.57 s; 5th C McLaren (1.8 Brabham BT38) 51.20 s; 6th C McLaren (1.8 Brabham BT38) 51.80 s; 7th C McLaren (1.8 Brabham BT38) 52.40 s; 8th C McLaren (1.8 Brabham BT38) 53.00 s; 9th C McLaren (1.8 Brabham BT38) 53.60 s; 10th C McLaren (1.8 Brabham BT38) 54.20 s.

## DEVIL'S OWN

### Rockey clinches Ford prize

The Devil's Own had all the leading Mexico crews entered with the exception of Russell Brookes, who decided to chase C/MN points on the Border 200 Rally instead. First car to leave the start in Crooklands, near Kendal, should have been Harold Morley/Peter Bryant in a Ford Escort supposedly with an experimental Pinto engine but as the car is not ready navigator Bryant brought along John Lipton instead, complete with what must be the only rallying Ferrari Dino in the country.

The first selective on this all-selective event was a 24 minuter just east of Kendal where locals Peter Kirk John Vipond took fastest time in their RS1600 from Rocky with John Edwards-Parton just behind. Edwards-Parton had Ray McGovern navigating on this one (regular map man Don Davidson was Clerk of the Course) in his Lynx of Stafford Cheshire Rally Centre Mexico.

Killington selective (44 m) came next and saw the retirement of the RHE Team Optrex RS1600 of Richard Hudson Evans Kevin Gormley when a rear shock absorber worked loose. Andy Dawson Dave Cowell also had problems in their Willment Thor Hammers Mexico when the clutch decided to become inoperative. However, they continued until the first petrol halt at Bainbridge where they found that their rear shocker had also gone and so retired. Rocky pulled out all the stops to take half a minute off Kirk on this one while on the next one, Barbondale (12 m) Rocky again led, only this time from local husband and wife team Fred & Steph Mason in their Anglia TC, with Bean taking third place. Selective 4 saw the Masons head Rocky home, while Nick Chandler Dick Mitham retired their Bonds Garages-Waterlooville Mexico when their battery ran out of juice after the alternator had packed up earlier.

Lipton's Ferrari had been going quite well but on the section before the petrol halt they retired when a tyre came off and appeared to get itself wrapped around the suspension. Colin Walker who had Peter Valentine navigating his Charles King of Bedford Mexico after Kevin Videans car wasn't ready to time also retired on this one when the rear shock absorber mounting broke. At the halt Rocky (1.626) was leading from Bean (1.738), Kirk (1.831), and Edwards-Parton (1.865).

From the halt the route moved farther east with Rocky still increasing his lead. John Barter Dave Kirkham in the SuperSport Mexico were lucky on the eighth selective as they had a puncture but the section was subsequently scrubbed after a local blocked the

## Baumforth's BTD

'Don't expect too much from me today.' So said Dave Baumforth after practice for Lancashire AC's Woodvale sprint on Easter Sunday for on only his third outing in the ex-McCartney Techcraft BRM, the former Alexis FF driver was, in his words, "learning to drive all over again." The learning must be going well because at the end of the day's three runs he had taken BTD against some strong opposition.

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● Cannock AC's grass autotest last Sunday on the edge of Cannock Chase was won by Mike Jones (Clubman GT) who did the 16 tests in 112.5 s. Brian Betteridge took two of the other three classes with his Sprite and his VW in 117.8 s and 117.1 s, while Dave Wilkes (Cooper) took the other in 123.3 s.

route with his car. Mike and Richard Tomkin son, who had arrived at the start straight from the Tour of Lincs Rally on the Saturday, had a bit of trouble when the top knuckle joints came loose on their Humber-sponsored Opel Ascona but they managed to get them tightened and carry on.

The second petrol halt was in Settle and Rocky had further increased his lead. Positions here were: Rocky, 2.272; Mason, 2.571; Edwards-Parton, 2.588; Bean, 2.535; Kirk, 2.723, and Cowan 2.906.

The rally had a sting in the tail as the next and penultimate selective was to be of one full hour's duration, easily the longest of the event. Rocky was again fastest from the Masons and Bean while several crews had costly wrong slots including Prince Michael of Kent. John Barter had a bigger problem though as he went straight on at the hairpin near the end of the section, fortunately without damaging the SuperSport car. Roy Mapple Peter Ward in their Thomas Motors sponsored Escort TC retired when they had trouble with their electrics, while David Cowan's only complaint was that his cigarette lighter had stopped working.

A short 6 m section led crews back to the finish at the organising club's HQ at Melling Hall Hotel in Melling where the bar and breakfast awaited. Nigel Rocky Paul White, in addition to their overall awards which included six bottles of champagne, were also secure in the knowledge that they had won for themselves the second "quarterly" prize of the loan of a works Ford Escort RS1600 for two national events later in the year. The final laugh of the event went to Gillian Fortescue-Thomas and new navigator Mary Capstick who won the award for the best mixed crew in their Wipac-entered Mexico. They left wondering which one of them was mixed! All in all an excellent event enjoyed by everyone including Prince Michael who we look forward to seeing out again soon.

KEVIN GORMLEY

● Dudley and District CC's Moonlight Fift Rally for novices and beginners last weekend was won by M Johnson and J Detheridge who cleaned the 120-mile route and lost only 50 s on the selective. They finished 2 s ahead of I. Beveridge Paul Griffiths (Escort Sport) and A. Corns R. Blackburn (Anglia GT) both of whom dropped 52 s, engine capacity deciding the placing.







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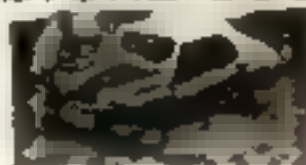
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## 54







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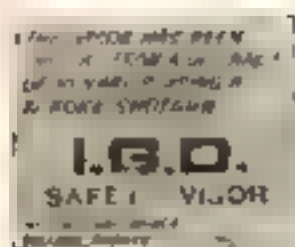
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## AUTOSPORT, MAY 10, 1973









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